THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y), 354-360 Fourth Ave., New York

Vol. LXVII, No. 6 New York, November 6, 1920 Whole Number 1594

TOPICS - OF - THE - DAY

(Title registered in U S Patent Office for use in this publication and on moving picture films)

TAX PROBLEMS FACING THE NEW ADMINISTRATION

OF VITAL CONCERN to every one of us, because indissolubly linked with the high cost of living, is the problem of tax revision that the new Administration must face. "There is no question that Federal taxation is a burning issue the country over," declares the Philadelphia *Public Ledger* (Ind. Rep.), which adds that "if the country is to be saved from the inequalities of the present taxation, which is both sectional and too arbitrary in its class distinctions, it must be through the combined common sense of both parties, and not through any doctrinaire adherence to partizan systems." The next Congress should "take up the subject without delay, and summon to its aid the representatives of finance, industry, and commerce," urges the Brooklyn *Eagle* (Ind. Dem). And the New York *Journal of Commerce* (Com.) sees behind the growing demand for revision not partizanship, but "a genuine belief that the present system of taxation is bad." "Urgent government necessity may impel the national lawmakers to give consideration at the coming short session to measures for tax reform," predicts the Newark *News* (Ind.), which goes on to say: "Concern for fair dealing and a moral obligation to shift the enormous burden more equitably, even tho it would operate as a stimulus to prosperity after the war, have failed hitherto to weigh with the present Congress. But brought face to face with the prospect of a shrinkage in national revenue, in part by reason of falling prices and consequent reduced profits and incomes subject to taxation, Congress can no longer mark time."

THE LITERARY DIGEST
CHILD-FEEDING FUND

We regret that this issue goes to press too early to report the response to last week's appeal for aid for the starving children of Europe. We hope and expect to print an inspiring array of gifts next week. If you have not already contributed, remember that "he gives twice who gives quickly."

During the fiscal year 1920 Federal taxes amounted to $5,408,075,468, an increase of a billion and a half over 1919. And since the cost of running the Government next year will be at least $4,000,000,000, according to the estimates of Secretary of the Treasury Houston, the problem for the present is to devise a better, not a smaller, tax. Among the many suggestions offered to meet this situation are: revision of present rates and schedules; a tax on undistributed incomes of corporations; a gross sales tax, or tax on turnover; an excise tax on the privilege of holding land; an increased stamp tax; an increase in the first-class postage rate; increases in the taxes on such things as tobacco, candy, chewing-gum, musical instruments, jewelry, perfumes, and patent medicines; new taxes on tea, coffee, sugar, and gasoline; and an excise tax on automobiles and motor-trucks. While there is still apparently much difference of opinion among experts concerning the relative values of these various proposals, there seems to be practical unanimity concerning the desirability of repealing the excess-profits tax. "The excess-profits tax must go," declares the Republican Syracuse *Post-Standard*, which explains that it was not "lingering love" for this emergency war-time tax that kept Congress from repealing it before this, but "the failure to agree upon a substitute." Secretary Houston and two of his predecessors have agreed that this tax should be repealed. "It is perhaps too alarming a view to take that retention of the excess-profits tax will cause a panic, but that it will result in serious trouble has ceased to be a subject of dispute," remarks the Democratic Brooklyn *Eagle*. "As a matter of fact," it adds, "defense of this tax is now limited to the demagog, or to those for whom danger-signals have no meaning." But its repeal would mean a loss to the Treasury of nearly a billion dollars. Linked with condemnation of this tax is a demand for a reduction of surtaxes on saved and reinvested incomes which would mean a further loss of about a quarter of a billion.

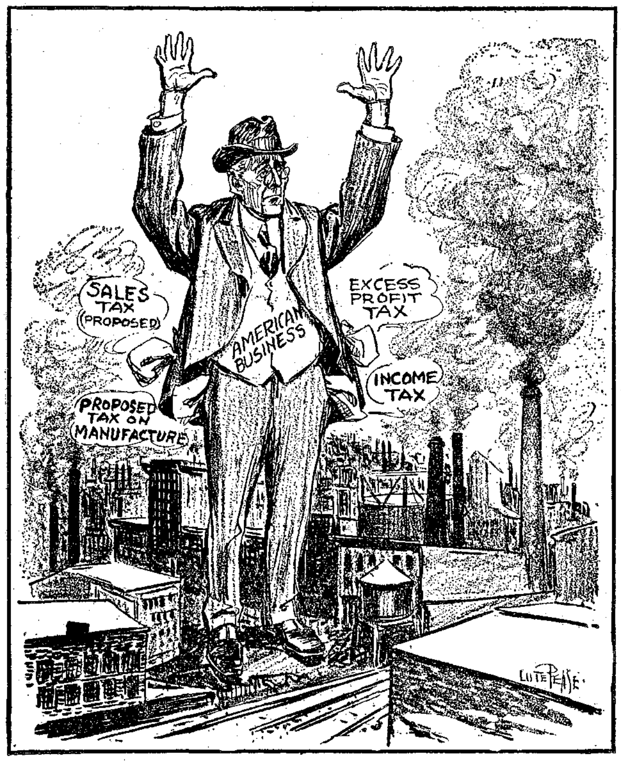
During the campaign Republican speakers declared that one of the chief needs of the country is the revision of taxation as one way to lower the cost of living, restore business confidence, and stimulate enterprise. Mr. Paul Clay, writing in *Forbes* (New York), explains how excess-profits taxes and enormous supertaxes, while in theory paid by rich corporations and wealthy individuals, are in actual practise passed on to all consumers in such a way that the burden becomes heavy and harmful to all. We read:

"As a rule the taxes are not only passed along to the public, but they are doubled on the way. A lumber producer, for example, strives to mark up the price of lumber enough to cover its war-taxes, so that the furniture-maker has to pay higher for his raw materials. The furniture-manufacturer, in turn, adds to his selling prices the increase in the price of lumber, plus his own war-taxes; and the retail dealer in furniture does the same thing over again. Each one in his turn, in order to be sure of his margin of profit, adds to his prices considerably more than he thinks will be required to meet taxes. Thus by the time the consumer buys the furniture the war-taxes concealed in the prices of it have been at least doubled. . . . . . .

"The excess-profits tax should be repealed and the surtax reduced. Both represent attempts at excessive discrimination against the wealthy, and such discrimination is defeating its own aims. Taxes upon the captains of industry, especially when they are regarded as being punitive, are passed on and on until they reach the final consumer, and swell and swell all the time they are being passed along. The excess-profits tax is especially objectionable, because it was intended essentially as a tax on war-profits, whereas there is no longer such a thing as war-profits.

"Thus it appears that whether we wish to be guided by mere selfish expediency on the one hand, or by economic or ethical principles on the other, we are bound to reach the same conclusion. It is that all classes of our people would be better off both morally and financially if the excess-profits taxes were repealed and the surtaxes reduced."

A recent canvass of commercial and industrial leaders in all sections of the country revealed the fact that "the excess-profits tax is in bad favor everywhere," and that in many sections, especially in the New England, Middle Atlantic, and East North Central States, a gross sales tax was favorably regarded as a substitute. An organization called the Tax League of America has been formed to urge this device as the basis for tax revision by the new Congress. In an article advocating and explaining this plan, Mr. William C. Cornwell, editor of *The Bache Review* (New York), argues that a 1 per cent. gross sales tax, or tax on turnover, would produce a revenue of from $3,000,000,000 to $5,000,000,000, or possibly even more, and would "not add over 2½ per cent. to the price to the consumer, whereas under the present excess-profits tax not less than 25 per cent. is added." Such a tax, he explains, is entirely different from the irritating tax on retail sales, which is at present collected on a considerable number of articles, and which is paid directly by the consumer. The gross sales tax, he says, would work as follows:



"OH, TROTZKY, WHERE IS THY STING!"
—Pease in the Newark *Evening News*.

> "The merchant or seller would take from his books once a month the total amount of his sales and forward the statement to the collector with his check for 1 per cent. of such sales. This would be the method all along the line.
>
> "So you will see that the retail purchaser would never know anything about the tax, or, at least, not when he was buying the goods. He might, in his own mind, believe that somehow he was paying the tax. He might and he might not be paying it. That would depend upon the competition which prevailed in that article at that time. If it were being overproduced and there was a surplus supply of it, the seller would cut the price as low as he could afford to do. The tax would be treated as an overhead charge, like freight or rent, and the merchant would put it in with his other expenses and figure out the price to be charged, adding a profit as large or small as he could make it and be able to sell the article in competition with other sellers.
>
> "We have had for years an illustration of how smoothly the thing would work, in our tariff law operation, where the duty is sometimes paid by the consumer and sometimes not, but he is never annoyed in the transaction."

The revenue from this tax, he goes on to say, would be sufficient to permit the abolition of the excess-profits tax, together with surtaxes on incomes, "and would probably be sufficient to exempt incomes under $4,000, $5,000, or even $10,000." Nevertheless, this plan was voted down by the Tax Committee of the National Industrial Conference Board, in recent session in New York. It was objected that the revenue bureau was not organized to administer a sales tax, that the farmers are opposed to it, and that it could not be passed on in all cases to the ultimate consumer. Speaking on this topic before the conference, Mr. Otto H. Kahn said in part:

> "As to the sales tax, I am not ashamed to say that my opinion has wavered. A general sales tax is the most unblushing form of a consumption tax. The business community should hesitate to espouse anything that so obviously relieves them of a burden. We are coming to a period that will force us to rely on exports more and more. I do not think it wise to put on a tax, like the sales tax, that adds to the cost of the product. Our goods must compete with goods that are not so burdened. It has been used in other countries as a last resort, and we have not come to that as yet.
>
> "A gross sales or turnover tax is different from a retail sales tax. I do not think the same objections apply to the retail sales tax as to the gross sales tax. But I would not use either tax unless necessary."

The conference was further assured by other speakers that the sales tax was defective because it could not be easily shifted in a declining market, in which case it would have to be borne by sellers whose inventories were depreciating.

Another plan that failed to obtain the indorsement of the National Industrial Conference Board was an excise tax on the privilege of holding land. This plan is embodied in the Ralston-Nolan Revenue Bill, which proposes to reduce the Federal tax-burden on industry by 25 per cent. and to substitute for it a 1 per cent. tax on the privilege of holding land and natural resources valued (irrespective of improvements) at over $10,000. Advocates of this bill argue that it will "promote industry, extend development, advance enterprise, increase production, and reduce the cost of living." They point out that while total land values and total industrial values in the United States are each about $140,000,000,000, the present tax on industry is about $4,000,000,000 and the present tax on landownership only about $600,000,000. Under this bill, they estimate, about $3,000,000,000 would be levied on industry and about $1,600,000,000 on landownership. Farmers, especially, should support this bill, they argue—

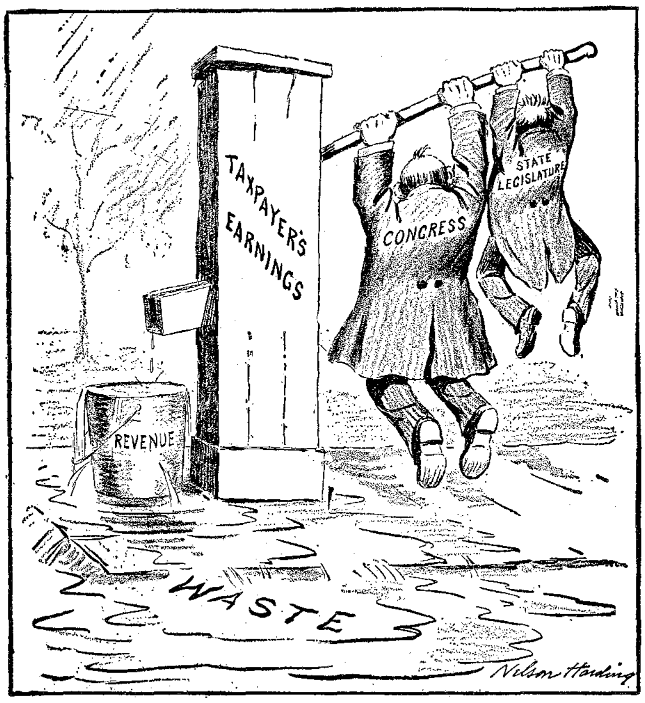
> "Because it will not tax the farmer's industry, or the products of his industry, his improvements, his thrift, or the honest earnings of his toil.
>
> "Because all farmers whose total land holdings (irrespective of improvements) amount to less than $10,000 (and three-fourths of our farmers, including tenants, own less than this amount of land) will be exempt under this bill.
>
> "Because it will discourage big speculators, land-grant railroads, and owners of cut-over timber tracts from holding a vast empire of fertile land out of use, thus making it easier for our 3,000,000 tenant-farmers to obtain farm-homes of their own.
>
> "Because it will permit a reduction in the heavy taxes on industry, which are passed on from producer to consumer, and which are now reflected in the high price of commodities, thus enabling the farmer to buy his goods—food, clothing, machinery, tools, fences, building materials, etc.—at a greatly reduced price.
>
> "Because it will loosen the grip of the monopolists of our natural resources—coal, oil, iron, copper, timber, water-power, etc.—thus enabling the farmer to secure a still further reduction in the price of everything he buys.
>
> "Because the lowering of taxes on the productive processes, the discouragement of vacant-lot speculation in the cities, and the proper development of our idle coal and mineral deposits will create a vastly greater market for all farm products, and thereby enable the farmer to procure a better price for what he sells."

Nevertheless, we find in *Wallaces' Farmer* (Des Moines) a vigorous condemnation of this measure, from the pen of Mr. H. G. Hathorn, who writes:

> "The Ralston-Nolan Bill violates the principles of sound and equitable taxation, first, because it is based on the theory of

the single land tax, which all local trials have proved a failure, and which has never even had a trial by a national government of recognized stability; secondly, because it specifically provides exemption for one class of invested capital and imposes additional burdens on another class, equally deserving of exemption; thirdly, because it empowers the Federal Government to impose a direct tax on real property, a taxing function which should only be exercised by county, municipal, and State governments. . . . . . .

"The Ralston-Nolan Bill makes no attempt to eliminate objectionable features of the present Federal income-tax law; it merely seeks to reduce the tax paid by its advocates, and, without suggesting equitable adjustment, would place an additional tax on another class who are themselves already paying a Federal tax, the same in proportion to their incomes as that paid by other individuals, industries, and business concerns. With a contemptuous indifference to all principles of right and justice, the advocates of this bill ignore the fact that nearly all the farmer's capital is invested in the land itself; that his land is no more liable to either Federal or local taxation than is the capital invested in any other business enterprise or industrial pursuit; and that the bill specifically provides exemption from Federal taxation for one class of invested capital, and, with no color of right, imposes a heavy additional burden on another class, equally deserving of consideration. With characteristic stupidity, they seek to perpetrate this gross injustice, and thus they furnish the strongest possible incentive to every man and every interest gaining support directly or indirectly from agriculture to organize and force the defeat of their nefarious scheme."



GOING DRY.

—Harding in the Brooklyn *Eagle*.

Among the tentative proposals submitted by the Tax Committee of the National Industrial Conference Board the New York *Times* reports the following:

"Increase in corporation income tax from 10 to 16 per cent., with abolition of present exemption except in case of public utilities, subject to regulation, which will continue to pay 10 per cent., with an estimated yield of $550,000,000.

"First-class postage at 3 cents with estimated yield of $73,000,000.

"Increase in stamp taxes from twice to four times the present rates, giving an estimated yield of $134,000,000.

"Cigaret tax increased from $3 to $5 per thousand, with yield of $70,000,000.

"Tobacco tax increased from 18 to 24 cents per pound, with increase of $8,000,000.

"Increase to 10 per cent. of tax on musical instruments, candy, chewing-gum, photographic supplies, soaps, jewelry, motion-picture films, and all articles now taxed at less than 10 per cent., giving an estimated revenue of $70,000,000.

"Increase of from 1 cent to 2 cents of tax on perfumes, cosmetics, patent medicines, etc., on each 25 cents of valuation yielding $6,500,000.

"The following new taxes are proposed:

"On sugar, 2 cents per pound, estimated yield, $45,000,000.

"On gasoline, 1 cent per gallon, estimated yield of $72,000,000.

"On tea, 10 cents per pound, estimated yield, $10,000,000.

"On coffee, 2 cents per pound, estimated yield, $28,000,000.

"It is recommended also that automobiles and motor-trucks shall pay a special annual Federal excise tax equivalent to 50 cents per horse-power.

"In return the automobile owner would obtain a Federal license tag good for use in all States. He would still pay the automobile tax in his own State. It is estimated that this tax would yield $100,000,000."

HOW TO AVOID A PANIC

THE "RAKE'S PROGRESS" of business from inflation, extravagance, and high prices, through the successive stages of price-cutting, deflation, depression, and slump, is likely to be checked before it reaches the final catastrophe we call a panic, eminent authorities now assure us. Price recessions of all kinds are now in full swing, admit the financial journals, but there is found no striking evidence of the panic so freely predicted a few months ago. As "a practical man of business, the head of the greatest single enterprise on the globe," Mr. E. H. Gary is looked upon as an exceptionally competent prognosticator of business weather, and when he predicts fair skies the editorial echo is almost deafening. Mr. Gary, it will be remembered, told the American Iron and Steel Institute, at New York, after his return from Europe, that "altho this is a time for courage, composure, and caution, the business skies are practically without clouds." But, the head of the Steel Corporation continues, "it is up to the business men and women to maintain certain and continuous business activity in satisfactory volume, with fair and reasonable profits." If, he says, "there should be a serious reaction and depression, which now seems improbable, it will be the fault of those who are connected with business operations or others who, by reason of official positions, improperly interfere, and not because of any fundamental deficiencies in our resources and opportunities." Mr. Gary thinks that the price reductions now going on in the steel business are "decidedly helpful." The difficulty in reaching a fair and lower price-level without undue disturbance in general business lies in the fact that every individual wants the other fellow to "make reductions—the larger the better." For, "as there was more or less a scramble for higher and still higher prices when they were advancing, there will be just as much selfishness in the enforced use of brakes when there is a tendency toward decreasing prices." Mr. Gary calls upon those engaged in the all-important steel industry to "be reasonable and just, reducing our prices if and when other reductions and costs permit, and then, with level heads, clear minds, and honest convictions, stand solid as against panic or lack of confidence in the industrial situation."

Altho it can not help noting that "few business men are so confident" as Mr. Gary, "and some are not confident at all," the Brooklyn *Eagle* concludes that with the qualifications named by the head of the Steel Corporation, there is a fair prospect that a panic can be avoided:

"Indeed, those who can not see a wholly bright outlook base their fears chiefly on this official interference against which we can have no possible guaranty.

"Unfortunately, the demagog has the ear of a very large section of our electorate. He is not a thinker. He knows little or nothing of commercial conditions. But his argument that whatever is must necessarily be wrong, finds plenty of listeners. If he could be silenced, and if the American people would make up its collective mind to let business alone for two or three years, the highest hopes of sane men would be realized."

In order that readjustment may proceed without disaster, says the Boston *News Bureau*, commenting on the Gary speech,

> "We need caution and composure during the readjustment, as well as confidence in the longer future. We need to cultivate cooperation among classes, as with labor, to cooperate in business for greater stability, to guard against destructive agitation and propaganda. And we must not shrink from our respective shares in readjustment—which just now is mostly exprest in prices."

Judge Gary's warning that business men have it in their power to ward off or to bring on a panic, is emphatically indorsed by the New York *Globe*, which says:

> "Panic conditions can only be produced by the obstruction of the channels of distribution by those who believe that prices can again be forced up. Certain middlemen and distributers are able, as markets are now organized, to throw whole industries into partial or semi-idleness. These must be persuaded or restrained by the buying public and whatever influences can be brought to bear. At the lower price level, to which we must inevitably come, the manufacturing and distributing system of the country can proceed without serious delay.
>
> "The absurdity of curtailing production while human needs remain unsatisfied is more widely realized than it used to be. The present machinery of manufacturing and marketing can continue to justify itself only if the periodic curtailments which have caused so much suffering in years passed can be minimized or altogether avoided. If business men desire to check the spread of Bolshevism and other violently radical doctrines they can not do better than to avoid, at whatever momentary sacrifice, anything resembling a shutdown of industry. And if the calamity of reduced wages is to be avoided—as it ought to be—the obligation falls on labor to do its full share in maintaining production."

It seems to the St. Louis *Star* that some industries face a choice between business stability and quick profits. As we read:

> "Judge Gary's advice that steel prices be revised downward by voluntary action of the steel-manufacturers stands out in marked contrast with the action of numerous textile manufacturers in the East, who have shut down their mills in order that an artificially created shortage may counteract the refusal to buy at high prices. The wool and cotton manufacturers are risking the business stability of the country in order that they may be sure of their profits during the coming year. Judge Gary is willing to risk the 1921 profits of his own corporation in order to make sure of business stability.
>
> "Textile-manufacturers plead a lack of orders as the reason for shutting down their mills, but they could stimulate orders quickly enough if they would reduce prices. Orders have fallen off because the people object to exorbitant prices. No good can come to the country, nor in the long run to the manufacturers themselves, by entering an endurance test with the public—refusal to buy *versus* refusal to produce."

The New York *Journal of Commerce* preaches a similar sermon from the text furnished by Mr. Gary. The sooner the "inevitable and desirable" readjustment of prices is carried through to its fulfilment the better, we read; "probably it would all be over now had not many lines of industry determined to maintain their prices if they could, and, through agreement or otherwise, held out to the last moment against reductions." This important business newspaper has a word to say about the results of the present deflation:

> "Not a few have seen the present situation coming and have prepared for it. They will go through the present readjustment and emerge from it stronger and better than before. There was a mushroom growth of enterprises during the war which sprang up without sufficient capital and many of which probably can not continue indefinitely in operation when they are deprived of the support and stimulus of constantly rising prices. There should and will be full sympathy with concerns of this class individually. From the general business standpoint, however, it is not to be regretted that those enterprises which are not strongly organized and which do not possess essential stability should, from time to time, be subjected to tests which will show their suitability to survive. They should and undoubtedly will be given full consideration by the banks, and those which have been satisfactorily managed will be able to make good their place. Others which are not in that fortunate position would doubtless have to retire sooner or later, and if so the exact time of the change is not fundamentally important."

The people of this country have every reason to have confidence in the business future, observed Judge Gary in his New York speech, and he continued:

> "They need not be discouraged nor impatient. They have only to look about them and study the facts and figures. We have recently had opportunity to read the report of the Controller of the Currency. He informs us that the resources of all the banks of the United States break all records and exceed the combined bank assets of all other leading nations of the world and that they now amount to $53,079,108,000, not including Federal Reserve banks!"

THE BUILDING HOLD-UP

CONSPIRACY, PROFITEERING, bribery, corruption, blackmail, and "graft on a royal scale" that makes the late convict Sam Parks seem "only a cheap grafter," enter into the intolerable and scandalous building situation in New York City, according to testimony before the Legislative Housing Committee. The metropolitan press appear to accept the revelations without much question as to their face value, approve the summoning of a special grand jury to deal with legal aspects of the investigation, and insist, as we read in *The Journal of Commerce*, that "the inquiry should be prosecuted with utmost vigor and guilty parties brought to justice, no matter who they be." Mayor Hylan canceled contracts for the new $6,000,000 court-house when it appeared that a representative of the "system" had proffered political support of labor-unions if he would sign certain bids. Labor men are quoted as saying that collusion and graft are not merely local. In any event, adds the New York *Globe*, "what affects New York will directly and indirectly affect conditions elsewhere." And Attorney-General Palmer, promising all possible cooperation by the United States Department of Justice with Samuel Untermyer, chief counsel for the investigating committee, refers to Federal suits already instituted against cement-manufacturers and hardwood-manufacturers under the Sherman Anti-trust Act. The Topeka *Capital* concludes that the investigation early bears out the charge of "the existence of a combine or trust of employers and labor-unions which holds up the building trades throughout the United States. It also justifies the repeated charge that building trades labor-unions are crooked in the large cities. Employers in New York have been subjected to so much nagging annoyance by crooked leaders of labor-unions in the building trades that they have succumbed to the temptation to strike a corrupt bargain with these leaders." The testimony showed on the one hand a system of "insurance" at 1 to 4 per cent. of contract prices among building trades employers, and on the other hand a system under which after payment of $25,000 no strike was called against the contractor who was threatened.

The New York *World* is credited by other New York papers with having prest this investigation to a head under the volunteer leadership of Mr. Untermyer. Two *World* editorials on the first results deal with the "high spots" of evidence. *The World* sees "At the Bottom of the Housing Crisis," first, that the plumbing contractors of Greater New York "are associated for mutual profit, protection, and elimination of unfair competition" through a certain lawyer. Then,

> "The building-stone contractors are associated for like purposes through the same person.

"The large contractors who install steam-heating, boiler, and ventilating apparatus are associated for like purposes also through the same person.

"All three of these associated employing trades are further banded together in the Building Trades Employers' Association, and, on the other hand, the employees in these trades are similarly associated through the Building Trades Council.

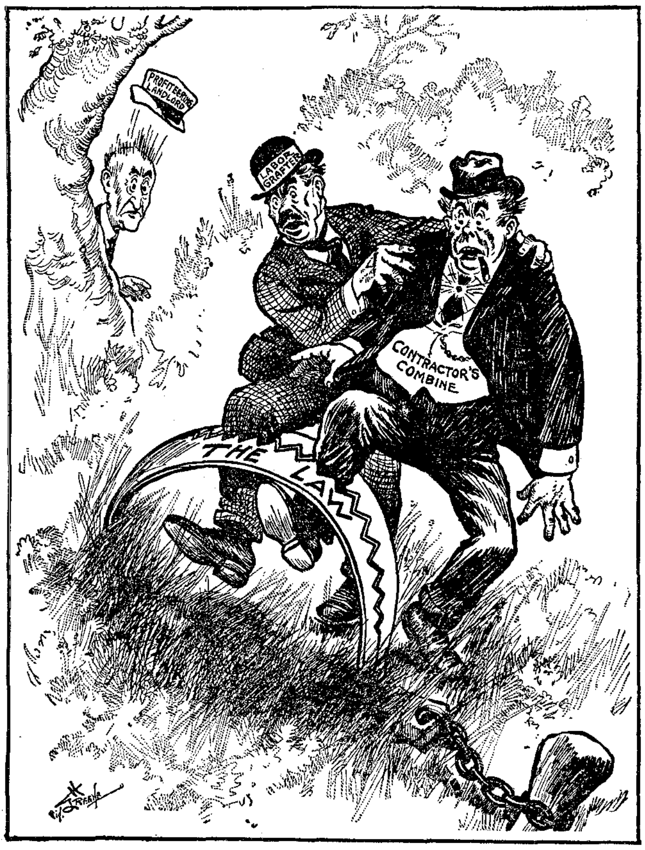
"What the declared purposes of these contractors' associations mean is of course well understood. They are to eliminate all competition and mutualize the profits of a monopoly whose division with the employees in some degree is compelled by the Building Trades Council. How the thing is done will develop as Mr. Untermyer's searching examination proceeds."

In the evidence regarding "strike-fixing" *The World* writes of "Labor Enslaved by Grafters," as follows:

"Since the days of Sam Parks it has been popularly supposed that the buying and selling of strikes in the New York building trades had ceased. For more than a generation the blackmailing practise has been a recognized Chicago industry, to which of late murder and assault have been added, but with the fate of Parks, dying in prison, we have been assured that his system was no longer possible here, no matter what conditions to the westward might be.

"It now appears from testimony and confessions at the very beginning of the Lockwood Committee's inquiry that Sam Parks was a cheap grafter and that so-called strikes which he would have settled for $250 can not in these prosperous days be called off for less than $25,000. Evidence already at hand shows that a strike on a big structure in Seventh Avenue involving various unions was adjusted without consulting the men as soon as the builder had paid the price secretly agreed upon.

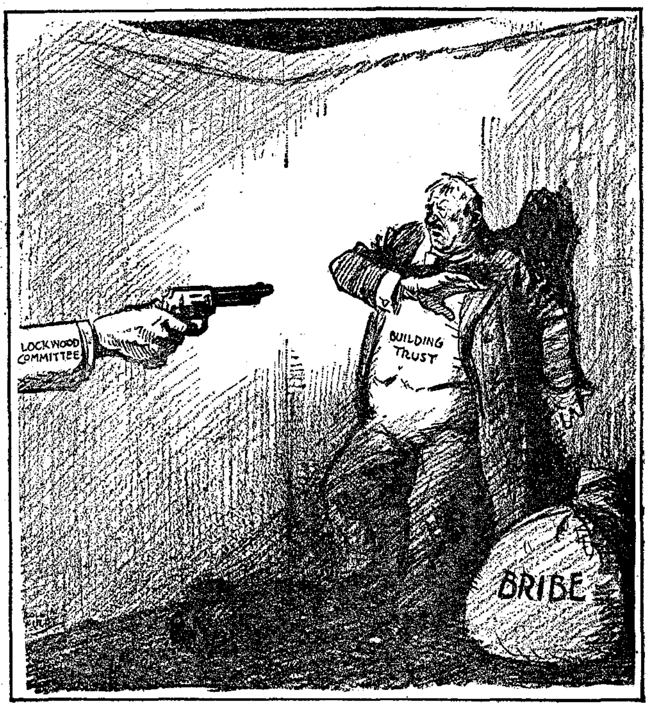
"The spokesmen for the unions who are raising the cry that this investigation is inspired by capitalistic influences are doing organized labor a sorry service. Nothing that the meanest capitalist ever proposed or did could be so destructive of workingmen's rights as bondage to brigands who first deprive labor of employment and then of honor and liberty It is the supreme duty of organized labor to the public and to itself to demand the most searching investigation of this scandal."



GOOD HUNTING.
—Greene in the New York *Evening Post.*

Mr. Untermyer's statement of purpose to run down the "organized raid upon the building industry" is widely quoted:

"What we intend to show is a banding together among the material-men, first, in separate associations in each line of thirty-two lines engaged in building materials from the manufacturer down to the retailer; and then banding together of the different associations under the head of the Building Materials Employers' Association; and then we purpose to show that not only has labor been dragnetted into the Building Trades Council in many instances, but that employers have been dragnetted and forced into certain of these associations by the relation that exists between the Building Trades Council and the Building Trades Employers' Association, so that if an employer and building-materials man does not happen to be a member of the association that agrees on prices, and distributes orders, he may, altho he is employing only union labor, wake up in the morning to find his men one by one pulled away from his job. It is a case of you tickle me and I tickle you, as between these organizations, each one strengthenng the other, all at the expense of organized labor."



CORNERED.
—Kirby in the New York *World.*

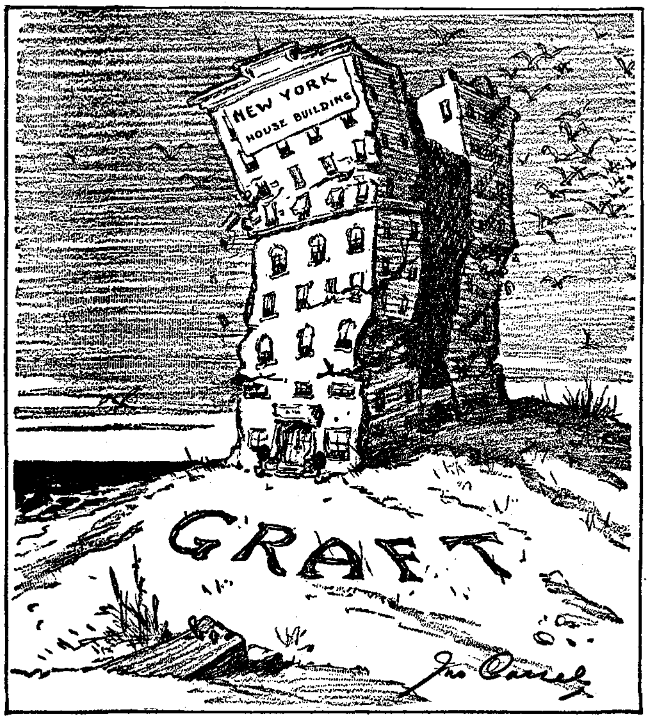
Furthermore Mr. Untermyer says that "there is not a city or town in the State of New York in which the material-men do not agree on prices. There is also a national association, as well as State associations, of lumbermen, cement-manufacturers, brick-manufacturers, and the like, and all the way down the line these despotic, rock-ribbed combinations exist, under cover of which the material-men have made many times more exorbitant profits than at any time in the history of the trade." The scope of the Lockwood Committee's investigation includes not only these alleged unlawful combinations, but extends to an examination of the character of savings-banks and insurance-company investments with reference to the possibility of increasing funds for building.

"If this hearing is one which labor should welcome," comments the New York *Globe*, "it is one which the public should welcome even more warmly."

"Mr. Untermyer may still be at the beginning of his work. He has opened the way, however, for State and Federal agents, and if he can shock the public, they can serve it. The way is open, thanks to Mr. Untermyer, to convictions. Convictions can be made the means of purging New York building organizations and of impressing on them the necessity for keeping themselves clean. The importance of honest construction to New York is evident. Dishonest construction has been perhaps the biggest factor in inflated housing costs. Once it is eliminated we may reach an absurd housing millennium. Under an enlightened state policy we actually may be able to secure houses at reasonable costs and for possible rentals."

"After this the public must be prepared for anything," suggests the New York *Evening Post*, which finds it apparent that "building contractors and certain labor representatives have been taking shameful advantage of the desperate need for more housing."

"The dealers in building materials are to be investigated; we must be ready for disclosures that some have formed combines for conscienceless profiteering. Those who furnish capital for building should be called; the gossip about usurious 'bonuses' and other payments needs looking into. A situation in which the city's poor are being pushed down into almost uninhabitable tenements, in which rents that spell acute hardship are being demanded of thousands, has attracted the vultures who always try to prey upon need and misfortune."



Copyrighted, 1920, by the Press Publishing Company.

BUILT ON SAND.

—Cassel in the New York *Evening World.*

In the New York *Times* we read:

"If one-half of what is suggested turns out to be actuality, the Lockwood Committee will have to its credit the exposure of a peculiarly deliberate, cold-blooded, and flagrant instance of profiteering, and one for the punishment of which the law is amply sufficient.

"The burden of the housing shortage has fallen mainly upon the poor, who were already sorely prest by the cost of food and clothing. The result is registered in the Weekly Bulletin issued by the Health Department. There has been a sharp increase in infant mortality from 'respiratory and contagious diseases' which are caused mainly by 'close and indiscriminate contact.' The department attributes the increase to 'the present housing situation, which has necessitated the doubling up of families,' making it impossible properly to isolate contagion.

"There has long been a rumor of illegal combinations in the building trade; and it has even been estimated that they have added a full 20 per cent. to the cost of construction. Such a situation is peculiarly difficult to cope with, and great credit is due to *The World* for attacking it and to Mr. Untermyer for his vigorous cooperation."

"The shadow of Sam Parks falls once more on the building trades," says the New York *Tribune:*

"This time will the contractors have sense enough to scourge out vicious associates? Will the unions, on the other hand, protect honest contractors? Not by investigations, or even by prosecutions, will the building trades on either side be cleansed. The organizations of employers and the organizations of employees must in the main do the work."

THE RAILROADS' NEW FIGHT

THE "PUBLIC-BE-DAMNED" attitude is conspicuously absent from the counsels of present-day railway kings—kings, by the way, who realize that their monarchy has become a limited one and may cease to be a monarchy at all. Since the public is recognized as judge, regulator, money-lender, partner, employer, and possible Lord High Executioner, it must be taken into complete confidence; the public must understand that private ownership is becoming more efficient, that present regulations hamper railroad development, that present revenues are inadequate, that better railroad facilities are essential to national prosperity, that such facilities can only be provided by funds from the public's pocket, and that these funds will come out of our taxes unless business men will lend money to the railroads from a sense of duty or unless the roads are allowed to make profits enabling them to offer tempting terms to investors. These are the things that railway officials are now telling the public in newspaper interviews and statements to the press. The New York *Tribune* prints a series of articles in which railroad presidents tell us just where the roads stand and just how we can help them to make good. Journals like *The Railway Age* insist continually on the need for greater efficiency and economy in railroading and point to evidences of considerable progress in this direction. All possible publicity is being given to reports of greater speed in moving and loading freight-cars. "While the advocates of government operation are finding fault with the management of the railways under private operation, the railroads are going ahead," says *The Railway Age*, "making records of increased efficiency that are vindicating the wisdom of the public in having them returned to private operation." Last August, we are told, more car-loads of freight were handled than in any previous August. According to the Interstate Commerce Commission's figures, "in spite of the 'outlaw' railroad strikes, the total amount of freight handled in the first seven months of 1920 was greater than in the same period of any preceding year, being 249,000,000,000 tons carried one mile as compared with 247,500,000,000 ton-miles in 1918 and 213,000,000,000 ton-miles in 1919. *The Railway Age* thinks it safe to predict that the amount of freight handled in the entire year of 1920 will be greater than any earlier year in history, "for the number of cars loaded week by week still continues to show increases over the corresponding weeks of previous years." The latest figures sent out by the Association of Railway Executives cover the week ending October 9, when 1,009,787 freight-cars were loaded, as compared with 982,171 for the corresponding week of 1919, representing an increase of nearly 34,000 over the week ending October 2. The week's total, we are told, has once only been exceeded in the history of the railroads. Railway men quoted in the press also call attention to the elimination of congestion in freight terminals. The number of cars held was reduced from 146,070 on September 1 to 41,135 on October 8, and of these about 18,000 were held at ports for sea-borne freight. July figures show the largest daily freight mileage since October, 1919, an increase of two miles per car per day over the previous month. There has been a steady gain in this direction, and, observes the New York *Journal of Commerce*, "when it is remembered that a gain of one mile per day is the equivalent in efficiency of an addition of 100,000 freight-cars for the equipment of the entire country, the significance of the showing can be understood." All this, continues *The Journal of Commerce*, "points to a steady restoration of efficiency, and, taken with the reduction of unnecessary hands on the roads and the consequent release of labor for use elsewhere, suggests that the roads are making that desired progress toward normal conditions which has been generally regarded as essential if the nation is to get back to a sound basis of business and organization.

So much for the efficiency of the railroads under present conditions. Further improvement requires the help of the public, agree the railroad executives whose views have been obtained by the New York *Tribune*. In the final article in this series, prepared and copyrighted by the McClure Newspaper Syndicate, Mr. T. DeWitt Cuyler, chairman of the Association of Railway Executives, says that shippers can speed up railroad transportation by releasing cars as quickly as possible. Mr. Cuyler tells how "in many cities, as a result of cooperation between the car-service committee and shippers, hundreds of car-loads of freight have been put in storage to release cars for the legitimate office of transportation." Traffic associations, chambers of commerce, and boards of trade are helping the railroads to this end. Not only does this add to transportation facilities, but "it is even more important as showing a new spirit of mutual helpfulness. It means that the public is giving the railroads a chance to show what they can do." Similarly, President C. H. Markham, of the Illinois Central, sees—

> "Many signs which indicate that the public is growing more friendly and anxious to help the railroads; that railroad labor is settling down and will henceforth render a full day's work for a full day's pay, and that the railroads and the public will not be troubled so much in the future with sporadic strikes; that the Interstate Commerce Commission will apply the new transportation act liberally with the view of restoring the credit of the railroads, which will mean that the tide of money will again flow toward railroad securities. When these things become realities, the great railroad crisis will remain only as a memory."

President Gorman, of the Rock Island, finds hope in his belief that public sentiment in the Southwest "is more friendly to the railroads now than it has been in many years before." President Byram, of the Milwaukee, Chicago & St. Paul, and President Budd, of the Great Northern, emphasize the necessity of more intensive use of existing equipment. President Felton, of the Chicago Great Western, takes up the question of additional trackage to handle the additional rolling-stock essential for the country's transportation needs. While the railroad business has increased enormously in the last few years, there has been but a small increase in facilities for handling it, including sidings, yard-tracks, and new double trackage, as well as new signal systems, shops, roundhouses, and stations. "Will the railroads provide the additional facilities needed?" he asks, and the answer is: "They will if they are able. Their ability to do so, as has often been pointed out, will depend upon their ability to raise new capital, and this upon the net return they earn." President A. H. Smith, of the New York Central, calls attention to the fact that under the law railroad profits are limited to 6 per cent. Other securities are now paying much more than this, and "human nature in the person of the average investor will not sacrifice his income by taking railroad securities in order that transportation may be provided." So it seems to Mr. Smith that—

> "The practical way to supply this lack is for business men to lay aside a certain definite proportion of their surplus revenues to be invested in railroad securities. This would simplify the difficult problem of financing railroad additions and betterments. And it would be sound business sense; for of what avail is it to invest money in a manufacturing plant, for example, which assures a yield of good profits when the practical difficulties in the way of obtaining materials and of getting the finished product to a market at the right time, owing to lack of transportation on an overburdened railroad, may turn the promise of profit into a loss?"

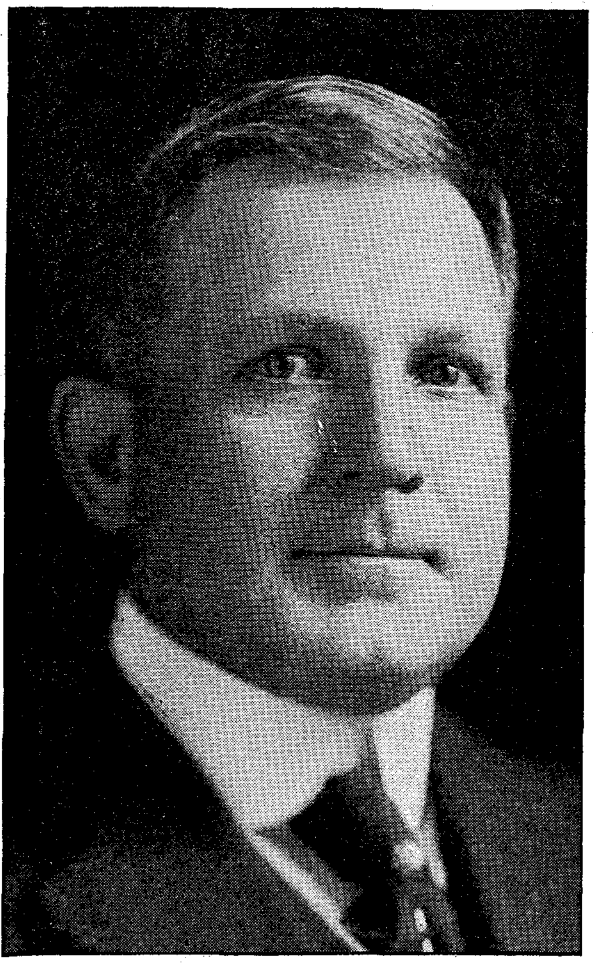
W. H. Williams, chairman of the Wabash Board of Directors, has a different solution for this problem of railroad credit. New capital, he notes, can not be borrowed under present conditions at less than 8 per cent., but the Esch-Cummins Law "limits the railways as a whole to an average return of 6 per cent.; some must necessarily be below this average. If new capital can be procured only by paying 8 per cent., and all capital (new and old) can earn only 6 per cent., every investment of new capital secured will diminish the return on old capital." There can be no doubt, Mr. Williams continues, "that such progressive reduction would spell bankruptcies, receiverships, and probably government ownership; the latter the worst public disaster of all, but perhaps not undesirable from the selfish point of view of mere owners of railway stocks and bonds." What is necessary is legislation allowing a "more liberal average return than the 6 per cent. allowed by the present law." Then, "should interest-rates diminish, the return allowed under the Transportation Act of 1920 might be diminished with them."

Julius Kruttschnitt, chairman of the Executive Committee of the Southern Pacific, emphasizes the need of cooperation among the public, the railroads, and the railroad employees. Now that many of the abuses resulting from unregulated competition have gone never to return, he believes that such cooperation will bring a solution of the vexatious problems confronting the railroads. Mr. Kruttschnitt is not content with generalities, but has a specific program, telling exactly how each of the three partners in the American railroad business can contribute to the success of this greatest and most important of our industries. He says:

> "The directions in which the public can help are:
>
> "1. To consent to increases of minimum car-load weights. Loading cars to capacity is impossible under existing car-load minimums, which can not be increased without the consent of regulating commissions. Improvement has been made, but there is room for much more.
>
> "2. To modify laws limiting length of freight-trains and requiring the employment of unnecessary men on freight-trains, etc.
>
> "3. To agree to such reduction of speed of freight-trains and reasonable detentions of small shipments as will insure full car-loads.
>
> "Very satisfactory increases in car- and train-loads during Federal railroad administration have been surrendered, under pressure of public opinion, since the return of the roads.
>
> "4. To consent to reduction of free time, restriction of reconsignment privileges, milling in transit, etc. In the days of cut-throat competition abuses sprang up that resulted in unreasonable detention of cars at destination, and in transit, that should not be tolerated under regulated competition.
>
> "5. To modify regulations imposing punitive overtime rates.
>
> "Acting jointly, officers and employees can bring about:
>
> "1. A friendly understanding and more harmonious cooperation between officers and all classes of employees; and above all a thorough realization of the obligation of public service, to which they owe absolute loyalty; otherwise expenditures of money, however liberal, will fail to secure satisfactory operating efficiency.
>
> "2. Increased safety of life and property by formulating proper rules and strictly obeying them.
>
> "3. Prompter and more careful handling of freight-cars in switching yards, stations, and terminals in order to reduce the enormous expenditures and loss of service through frequent shopping.
>
> "4. Conservation of fuel by educating employees in its economical use and then strictly following prescribed practise.
>
> "Factors largely or wholly in the control of railroad officers are:
>
> "1. Conservation of fuel by the application of superheaters and feed-water heaters on locomotives.
>
> "2. Reductions of grades and curves.
>
> "3. Substitution of heavier modern for light, obsolete locomotives.
>
> "4. Increased shop facilities with drastic weeding out of obsolete and installation of the most modern and efficient tools.
>
> "5. Close study of equipment design and elimination of every pound of unnecessary dead-weight without sacrifice of strength or safety.
>
> "6. Increase of second, third, and fourth main tracks.
>
> "7. Construction of more passing sidings and terminals.
>
> "8. Introduction of power freight-handling devices.
>
> "9. Adjustment of passenger-train schedules to provide adequate service and eliminate expensive, unremunerative trains.
>
> "10. Common use of track and terminal facilities wherever possible without detriment to owning line."

TO DIVERT IMMIGRANTS FROM THE CITIES TO THE FARMS

FACING MASS IMMIGRATION limited only by the capacity of transatlantic vessels, and with some estimates for the fiscal year of 1921 exceeding the prewar million mark, Commissioner Wallis is widely commended for establishing a Bureau of Immigrant Distribution at Ellis Island. Much can be done, he believes, to prevent undesirable segregation in cities and to meet the strong demand for desirable immigrants in farming and mining districts throughout the country. Representatives from such industrial cities as Detroit and Akron have recently urged the Commissioner to divert immigrants elsewhere so far as possible. The Baltimore *News* represents many expressions of editorial approval in saying: "A little friendly assistance and advice at the port of entry will be grateful to the immigrants, who surely ought to be glad to be saved the disappointment of going to industrial centers where there is little present prospect of work. It will also help to prevent still further crowding into the congested districts and incidentally the growth of conditions which might lead to discontent." The Springfield *Republican* points out that "the bureau's functions will be advisory only, under the limitations of the statutes, but it is evident that the advice which the Government can furnish from its unique vantage-ground will be much more definite and comprehensive than that afforded by the various welfare organizations represented at the island. It is proposed to cooperate with the Federal and State employment bureaus in developing the new bureau's policy and system in the interest both of the special needs of each region and of the newcomers."



COMMISSIONER FREDERICK R. WALLIS,

Who is wrestling with the problem of getting our immigrants to go to the farms, where there is a crying need for laborers.

But how immigrants are to be induced to take up farming in the United States troubles some editors. Newcomers from European agricultural regions flock to the cities, observes the Washington *Herald*, expecting to "make their pile" from city wages and go back home. The Department of Labor's Bureau "can not, as might have been done thirty years ago, offer the incomers good arable land, free for settlement."

"Most of that land is gone, and the little left is so far from our ports of entry that it would cost a settler almost as much to reach it as to buy a fair-sized farm nearer to hand. Perhaps something might be done by placing immigrants on the abandoned farms of New England and the East.

"Farm labor is needed in all sections of the country, particularly in the South. But farm labor does not appeal to the adventurer from Europe in search of the golden gains which he has been told lie ready for any man who enters the United States. It will be the task of the new distributer of immigration to make the rewards of farm labor seem more attractive than those of the sweatshop. It should be easy, but it never has been."

In agreement with many other papers the Dallas *Journal* approves turning immigrants to agricultural pursuits under conditions that will render them more "susceptible to the teachings of Americanism," aid in restoring the population balance between country and town, and "increase the nation's production of foodstuffs, while putting the immigrant on the road to independence." The Kansas City *Times* thinks that—

"It is not altogether a problem of turning the immigrant to the farm. There are smaller cities and towns throughout the country, especially in the South, where the foreigner might thrive to considerably better advantage than in the crowded conditions of the metropolis."

The Cleveland *Ohio Farmer*, however, sees special organized-labor propaganda in all these plans to switch the immigrant from the city to the country. It criticizes Assistant Secretary Post, of the Department of Labor, who express sympathy with the attitude of the American Federation of Labor, altho declaring his disbelief in further restriction of immigration. Mr. Post recognizes that cheap labor standards of European immigrants constitute a serious menace to organized labor over here. He says: "Why divert them into industry when there are millions of acres of preempted public land lying idle? Tax the owners out of this land. Throw it on the public market, and put it within the reach of the workers. Divert the immigration from the factory to the farm." There you have it! exclaims *The Ohio Farmer:*

"Protect organized labor and turn the newcomers out to raise farm products so that high wages in the industries will be further favored with low-priced food. This seems to be the established policy of the present National Administration, and farmers are heartily tired of it. Farmers will not object to a fair share of newcomers going into farming. In fact, those who are fitted for farm production would be welcome in many communities where labor is scarce; but as a general proposition is it fair and sensible to expect any one class of our people to absorb the entire influx of immigration? In so many of these solutions (?) of the problems of the times the fact seems to be overlooked that farming is as much a substantial productive business as any of the industrial branches and is as deserving of consideration in the general readjustment. The troubles that beset us rest largely in shortened production in all lines. Let the newcomers be routed into all lines of activities and let us all work full, honest days."

"Frenzied immigration" is what the Columbus *Dispatch* calls the present flood-tide. A Chicago *Tribune* investigator concludes that the present immigration on the whole reveals an improvement over the quality received before the war. *The Tribune* says:

"That is encouraging as far as it goes. Of course we would rather welcome thrifty, honest, enterprising, and ambitious immigrants than pauperized fugitives, radicals, and others who give promise of nothing except agitation and trouble. But there is

Copyrighted by Underwood & Underwood.

SHALL THEY GO TO THE CITY TENEMENTS, OR TO THE UNTILLED ACRES OF OUR VAST FARMLANDS?

some question as to whether we want any of them at this time. We do not presume to say that all immigrants should be barred arbitrarily, but we believe the labor market is as important in relation to immigration as is the political question."

The Seattle *Post-Intelligencer* declares that "there are too many of these immigrants, and they are coming too fast."

"The movement is not a healthful one. The political and economic madnesses of Europe must, in the course of time, yield to the cure of their ghastly consequences; and Europe will need the help of all her people when sanity supervenes. Meanwhile such a flood of uninvited immigration puts a stretch upon the spirit of American hospitality. We can get along very well without it, or, at any rate, with very much less of it; and one of the first duties of the next Congress and the new Administration must be to check it."

Official records show that 430,000 immigrants arrived in the fiscal year ending June 30, 1920. From the total arrivals at New York alone—318,000 in the last six months beginning in April—it is estimated that arrivals at all ports in half a year were 611,000. The character and distribution of the 430,000 are described in an important series of articles by Winthrop D. Lane in the New York *Evening Post.* We tabulate some details of racial groups:

1. Italian, 98,000—south Italian, 85,000; north Italian, 13,000.
2. English, 58,000—United Kingdom, 24,000; Canada, 30,000, the largest English immigration in twenty-two years.
3. Mexican, 51,000—two-thirds male, 21,000 laborers.
4. French, 27,000—from France, 6,500; from Canada, 19,000—family migration largest in twenty-two years.
5. Spanish, 23,500—unprecedented, 20,000 men, more than half unmarried, many laborers.
6. Portuguese, 15,000—unprecedented, mostly unmarried male laborers.
7. Scotch, 21,000—nearly back to prewar figures.
8. Scandinavians, 16,000—approximately half prewar figures.
9. Irish, 20,000—large number from Canada.
10. Greek, 14,000—exceeded by immigration of 20,000.
11. Dutch and Flemish, 13,000—back to prewar figures.

The writer finds that these immigrants brought with them $32,950,000 in cash, an average for heads of families or persons traveling alone of $119—two and a half times the average for the prewar year 1914. From this and a study of the occupations represented Mr. Lane concludes that—

"We are not getting the hungry, poverty-stricken masses of war-wasted Europe, as some persons have said. Neither are we getting the *intelligentsia*, parlor Bolsheviki, agitators, and persons of previous high estate whose fortunes have suffered reverse. What we are getting is a cross-section of Europe's working population.

"Laborers and servants are the two largest occupational groups. The distribution of these is interesting. Out of 81,000 laborers 17,000 came to New York, Texas received 18,000, mostly Mexicans. Massachusetts, Pennsylvania, Ohio, California, and Michigan received the next largest numbers.

"Out of 37,000 servants New York again received the greatest number, 12,000. Massachusetts came next, with Pennsylvania, New Jersey, and Illinois following."

DO WE WANT MORE CONGRESSMEN?

FROM FIFTY TO SIXTY MORE CONGRESSMEN, added to the present membership of 435 in the House of Representatives, are promised by the Census of 1920, if the present ratio of one to each 211,877 of population is maintained. This is too much for many editors to contemplate without protest. Congress already is too large a body, says the Boston *Herald;* to keep on letting it grow "will be a piece of supreme folly." Reduction is perhaps too much to be hoped for, but, thinks one editor, "at least there should be no increase in the present membership." The difficulty in reducing its size, remarks the Milwaukee *Journal*, is "that the boys don't like to kill off their own jobs. But it has been done. And it can be done again if the country is interested enough to insist on it." The Dayton (Ohio) *Journal* sees the revival of a movement to reduce representation from the "solid South," suggesting that "perhaps if the threatened disfranchisement of the Southern colored women materializes this may bring the whole thing to a head." Various papers quote ex-Speakers of both parties, Joseph G. Cannon and Champ Clark, in favor of revision downward; Clark has advocated a limit of 300 members by Constitutional amendment. On the other hand, editors cite the size of the British House of Commons, which has 707 members, the French Chamber of Deputies with 602 members, and other European lower houses, in disproof of numbers as a standard of legislative efficiency. The St. Paul *Pioneer-Press* observes that "in spite of its size the House of Representatives works more rapidly and is inclined to more progressive measures than the compact and exclusive Senate." But the Rochester *Times-Union* thinks the dignity and importance of the House have been injured by continual increase of membership following census reapportionments:

> "Business can not be transacted so well, everything must be settled in committee, delays multiply.
>
> "During the last session of Congress the tendency to leave the serious constructive work of legislation to the Senate was marked. The Railroad Bill and the Merchant Marine Act, two of the principal measures passed by Congress, were mainly the work of the Senate and its committees."

The precedent heretofore followed in reapportionment has been to increase the size of the House so as to prevent the loss of existing representation by any State. The practise, explains the Boston *Herald*, is—

> "Pick the most slow-going State, having more than one seat in the House, and see what divisor would leave it with its present number of Representatives, and then apply that unit to the entire country. We still further protect the slow-growing States by the majority principle. We do not divide Maine, for example, by 4, to get this divisor, but by 3½, concluding that, if it has population enough for three members and 51 per cent. besides, it gets its four seats."

Since increased membership in the House of Representatives means more votes in the Electoral College and larger delegations to party conventions, Washington calculations from the new census figures by States interest the press. Assuming the present ratio, it is figured that—

> Five additional Representatives' seats must be given to California, four each to New York, Ohio, Pennsylvania, and Michigan, three to Illinois and Texas, two to Massachusetts, New Jersey, and North Carolina, and one each to Alabama, Arizona, Connecticut, Georgia, Maryland, Montana, New Mexico, Oklahoma, Oregon, South Carolina, Tennessee, Washington, West Virginia, Wisconsin, Virginia, Arkansas, and Minnesota.

Washington dispatches point out that, regardless of the apportionment basis, the swing in political power will be first toward the Pacific coast and the Rocky Mountain States, followed by the South, the East, and the Middle West. California's big gain in inhabitants in the last ten years accounts for most of the swing toward the coast. Says the Seattle *Times:*

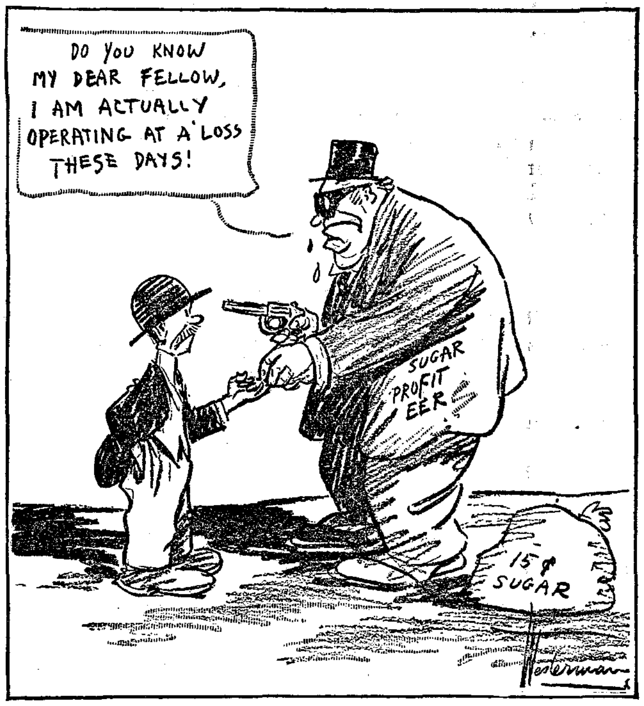
> "New England, where the population increase has been least marked, will stand still if the present basis of reapportionment is maintained, as it has for fifty years, but will lose seats if the unit of representation is increased.
>
> "The population growth of the West is the most significant political development of this generation. But for the steady gains in New York and Pennsylvania, the advance of the West would be even more marked."

But the New York *Tribune* contends that the impression is wrong that the South and West will gain more under the next Federal apportionment than the East and Middle West. The region beyond the Mississippi will gain much less and the South fewer seats than they gained ten years ago. On the basis of a 230,000 ratio, *The Tribune* concludes:

> "The East would make a net gain of seven seats and the Middle West, east of the Mississippi, a net gain of seven. The Southern group would make a net gain of four, the Far Western a net gain of five."

CUBA'S SUGAR CRISIS

"SUGAR HAS TRAPT CUBA as Silk Ensnared Japan," rhythmically runs the head-line of the leading article in a current issue of *The Annalist*, telling how Cuba is caught, as other countries have been caught of late, "between the millstones of overextended credit and a fallen commodity market." The decline in wholesale sugar prices from a July maximum of 24 cents a pound to 7 cents naturally had a most serious effect on the Cuban banks, which had been loaning heavily on the sugar crop. They were subjected to runs. The Cuban Government was called upon for assistance. It was thought wise to avoid disaster by imposing restrictions upon the collection of notes and the withdrawal of deposits, so President Menocal issued a moratorium proclamation on October 10, effective until December 1. A few days later, as we read in the financial press, there was a conference of State Department officials, bankers, and sugar men in Washington, and arrangements were made for selling bonds for the Cuban Government to investors in the United States. Already, observes one writer, "a substantial flow of Federal Reserve notes, which are legal tender in Cuba, is under way from New York and other seaboard cities, to relieve the pressure upon cash caused by restrictions upon withdrawal of deposits," and the task of transferring a part of the loan burden to American banks is being undertaken. It remains now to liquidate some 600,000 tons of sugar of the last crop or to finance a large part of this tonnage to correct the bank position and reestablish business confidence. Cuba's trouble was sugar, but the same state of things has already been noted in other countries in connection with such items as hemp, rubber, silk, and leather, to say nothing of the plight of our own cotton-growers and wheat farmers, which was discust in these pages last week. During the war, observes the New York *Journal of Commerce*, there was a marking up of many of these articles "partly as a result of unrestrained and extravagant purchasing, and partly on the strength of an alleged scarcity." The result was "excessive speculation and an apparently confirmed belief in continued high prices, which was reflected in a statement, for instance, of some food men that the Government ought to have gone on buying and controlling the Cuban crop for at least another year." The "painful period of readjustment" which was to be expected is now here, says *The Journal of Commerce*, which continues:


DO YOU KNOW MY DEAR FELLOW, I AM ACTUALLY OPERATING AT A LOSS THESE DAYS!
SUGAR PROFIT EER
15¢ SUGAR
Westerman

SAD NEWS.

—Westerman in the Columbus *Ohio State Journal.*

> "Not only in Cuba, but in other sugar-growing countries, such as the East Indies, Hawaii, and the Philippines, where there has been artificial advance of prices and overinvestment, the reaction will be severe, and those who have become involved in sugar-lands, stocks, or supplies must now bear the brunt of the reductions of value, since the consumer will no longer allow himself to be the scapegoat. That there will be serious banking problems, as is usually the case in all regions whose industry is based on a single crop or line of business, is scarcely to be doubted.
>
> "There is a retributive justice in the sugar situation as it now exists. Ruthless profiteering was practised by growers and

distributers in many parts of the world in the effort to extract the last penny of profit. The Government afforded a remote remedy by its price-fixing plan, but the community was glad to see the system ended because of its inefficiency and lack of sincerity, and as soon as it was done away with profiteering broke out in unrestrained ways. Some of the hardship which was inflicted on the consumer may now have to be borne in his turn by the planter or broker, and the question may well be raised whether in the long run there is ever any gain even to the trade from a general debauch of speculation and high prices in any commodity."

The writer of the *Annalist* article already quoted seems to think that Cuba will be saved from real disaster. For one thing, except for the United States, there is a shortage of sugar in the world market, owing to the fact that the European beet-sugar production is about half the prewar average. Moreover, the acute situation in Cuba is limited to relatively few producers, exporters, and refiners, and to a number of banks. "All but about 16 per cent. of the 1919–20 sugar crop was marketed before the pinch came." Further,

"The average price received by one large company which produces most of its product and buys of Cuban planters in addition was approximately 10 cents a pound for the last season's yield. Assuming that Cuban banks lent credit up to 10 cents a pound when the market was considerably higher on the unsold surplus, the amount involved would be about $130,000,000, a sum not great in these days of large financial transactions. And, owing to the close relationship between American banks and those in Cuba, it is probable that a substantial amount of the sugar loans now outstanding was lodged in institutions of this country long before the crisis came. There is reason, then, to expect that the immediate problem of carrying the sugar will be met through cooperation between Cuban and American interests, but the task of liquidating the collateral at a minimum of loss to all concerned still remains to be completed.

"The present level of 7 cents a pound for raw sugar at New York has been maintained for a period long enough to disclose efforts to stabilize the market. . . . . . .

"The bankers interested in sugar loans are working for the disposal of the warehoused product within the period of moratorium, not only because of the immediate burden, but for reason that the new crop begins to pass into the mills in December and the Cuban financial position needs to be corrected before that time if there is not to be further embarrassment next year.

"The collateral effects of the great decline of sugar prices can not be ascertained yet, for the critical point in the Cuban financial situation, resulting in the moratorium, is of too recent origin. The prosperous years during the war and after undoubtedly brought with them heavy speculation in land, city real estate, and in luxury and essential goods, just the same as in all the other countries affected by the war-'boom.' And just as the processes of deflation and the cessation of speculation have made great headway in the United States, Japan, and England, so they are undoubtedly making progress in Cuba."

TOPICS IN BRIEF

THIS deflation process is apparently a slow leak.—*Cleveland News.*

THE fool that used to blow out the gas now steps on it.—*Chicago News.*

LENINE is embarrassed by the thoroughness of the job he has done.—*Wall Street Journal.*

THE question is not what the country's coming to, but when it's coming to.—*Evansville Courier.*

A CAMPAIGN usually shows that nothing much ails the country but the politicians.—*Newark News.*

SENATOR JOHNSON'S favorite book is probably "20,000 Leagues Under the Sea."—*Brooklyn Eagle.*

GEN. FELIX DIAZ will be exiled from Mexico. Do they consider that a punishment?—*Pittsburgh Gazette-Times.*

SOME happy day we shall beat our swords into plowshares and our jazz bands into unconsciousness.—*Baltimore Sun.*

"PLANS framed for a League of Nations," says Theodore Marburg. What d'ye mean, "framed"?—*Washington Post.*

A LITTLE tight money is useful now and then to teach sobriety to a nation of spenders.—*Columbia Record.*

PRICES may be coming down, but they have all got their parachutes with them.—*New York World.*

THE Virgin Islands have increased their trade with us. Evidently those are not foolish Virgins.—*Baltimore American.*

NOW comes the annual discussion of the best means of running the furnace without burning any coal.—*Boston Transcript.*

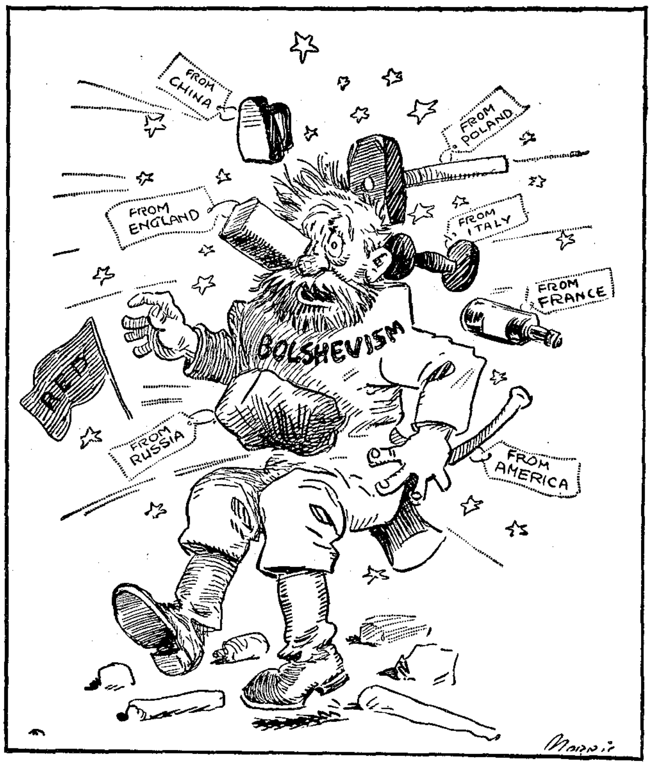
THE reason truth lies at the bottom of an oil-well is because it can't get a hearing among those who lie at the top.—*Marion Star.*

IT may be true that the profiteers will now get what is coming to them, but they have already got what's coming to us.—*Columbia Record.*

THAT long time between drinks has nothing on the lapse between a wholesale price reduction and the time it reaches the consumer.—*Wall Street Journal.*

AN expedition will spend five years in Asia in a search for the "missing link." We should think the chances good right here at home.—*Pittsburgh Gazette-Times.*

WE are given the disconcerting news that Man o' War is not going to run any more; but we console ourselves by remembering how often that was said of Mr. Bryan.—*New York Evening Post.*



THINGS ARE COMING HIS WAY.
—Morris for the George Matthews Adams Service.

THE back to the farm movement got turned around.—*Detroit Journal.*

THERE is much conflict between the law and the profits.—*Norfolk Virginian-Pilot.*

THEY are now calling the Canadian border the "far-flung bottle line."—*New York World.*

A WAGE award seems to be a narrow strip between two strike threats.—*Wall Street Journal.*

HOW cheering it is to see a $4 pair of shoes marked down from $20 to $17.98.—*Buffalo News.*

PRICES seem to be falling, but not fast enough to sustain any serious bruises.—*Dayton Journal.*

IT would be difficult to convince Lloyd George that good luck goes with the shamrock.—*Norfolk Virginian-Pilot.*

WHEREVER the Bolsheviki have assumed control, the world finds out that the control is assumed.—*Manila Bulletin.*

IT'S about time for the coal magnates to appeal to the Government for cold weather.—*Lincoln Star.*

THE law of supply and demand fixes the price of food. You supply what the profiteers demand.—*New York American.*

TH' feller that puts his weddin' off till times git normal is liable t' git normal himself.—*New York Morning Telegraph.*

"HOTEL Man Admits 3,000 Per Cent. Profit." Can this be the beginning of a complete confession?—*New York Evening Post.*

ARCHITECTS of British rule in Ireland are finding it difficult to rear a permanent structure on a shamrock.—*Norfolk Virginian-Pilot.*

A GOOD party man never knows at night what great principle he will be required to believe in next morning.—*Associated Editors (Chicago).*

IT looks to us as if Elihu Root would simply have to live and retain full possession of all his faculties for the ensuing four years.—*Ohio State Journal.*

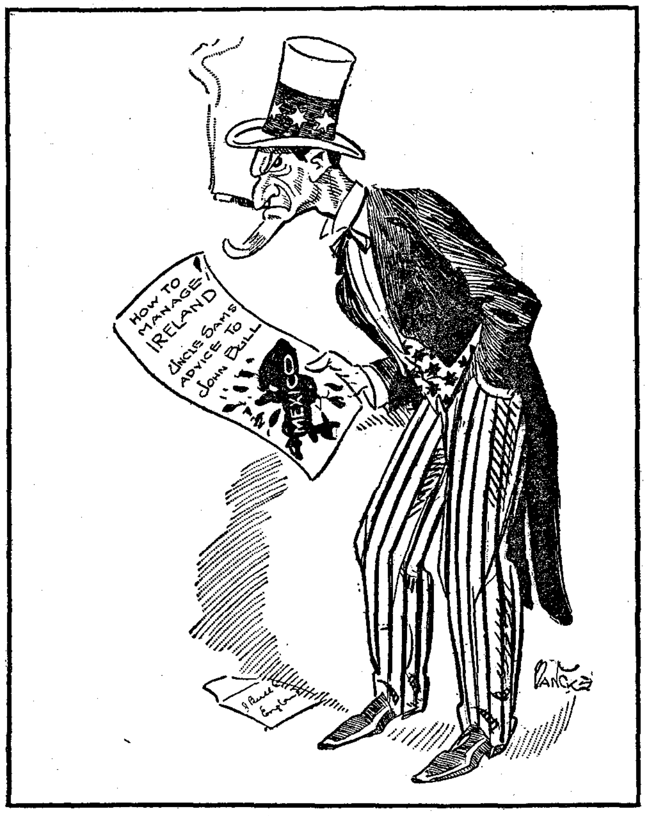
ONE thing seems certain about that Soviet Government and that is that the world can't hope for a change of heart till there is a change of head.—*Manila Bulletin.*

THE ruler of England has ordered that fires in the royal palaces shall be lighted only when absolutely necessary. An abdication to King Coal.—*Baltimore American.*

FOREIGN - COMMENT

IRELAND AN "AMERICAN QUESTION"

THE BRITISH DO NOT "appreciate the elements of the Irish question until they understand that it is an American question as well as a British question," writes Mr. A. G. Gardiner in the London *Daily News*, of which newspaper he was for several years the editor-in-chief. Therefore, he warns his compatriots that they must not think, "as Sir Edward Carson supposes," that "impertinent curiosity" lies at the bottom of the interest shown by Americans in such cases as the starving Lord Mayor of Cork, and he calls their attention to a dispatch from the New York correspondent of *The Daily News* in which we read: "The case of the Lord Mayor of Cork to-day overshadows even the Presidential contest. Photographs, dispatches, editorials, are displayed with an increasing prominence, showing a genuine public interest." In this "flash-light upon the tragedy" that ended in Brixton Jail, according to Mr. Gardiner, "we have revealed something of the magnitude of the event." Writing some weeks before Mayor MacSwiney died after a seventy-four days' hunger strike, Mr. Gardiner said:



AN AUSTRALIAN JAB AT UNCLE SAM.

"I wonder if he'll notice that the stationery's a bit soiled."

—*The Bulletin* (Sydney, Australia).

> "It is not our relations with Ireland that are alone involved. It is the future of the two great English-speaking commonwealths, and, with that, the future of the world. The fact will not make any impression on that supreme architect of ruin, Sir Edward Carson. In Low's brilliant cartoon reproduced from *The Star* in Thursday's *Daily News*, he is represented with his puppets, Mr. Lloyd George and Mr. Bonar Law, on his knee, issuing from their obedient lips the command, 'Let him die.' The reminder that America is watching him die—watching with such intensity that even the Presidential election is overshadowed—will not affect him. He will say, as he has said before, 'Let America mind her own business and we'll mind ours.' . . . The Atlantic bridge that Anglo-American good-will must erect must have Ireland as the keystone of its central arch. Without a reconciled Ireland there can be no enduring reconciliation with America. That is why the tragedy at Brixton Jail has such momentous reverberations across the Atlantic."

Mr. Gardiner points out further that "at least one in every ten persons in the United States is Irish," and—

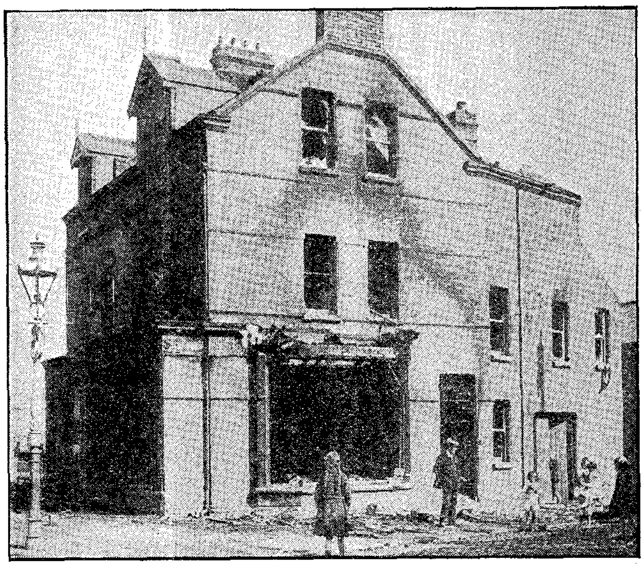
> "They form the most solid and formidable political mass in the country. They are formidable, not so much because of their numbers, as because they are the one political body moving with a single idea in a compact mass through the life of the nation. They have come across the Atlantic with bitterness in their hearts, and they are revenging themselves upon their oppressor in the New World. They are not socially negligible. They are in the seats of the mighty. I lunched one day last November with half a dozen of the most distinguished New York lawyers. Three of them were Irish. I went to the Harvard-Princeton match. The hero of the game was an Irish undergraduate of Harvard. The most brilliant writers on the Press are Irish. Nearly every political caucus is under Irish control. Most of the great cities have Irish mayors. The police are almost invariably Irish. One of the most virulent supporters of Mr. Hearst's anti-British crusade is an Irish judge of the Supreme Court of New York State. The Irish vote is the crucial element of every election. No candidate, whether for a mayoralty, a State governorship, the Senate, or the Presidency, can ignore it. When Hiram Johnson came on the horizon last autumn as a possible candidate for the Presidency his first act was to go to Boston and deliver a bitter attack on this country. Every one knew the meaning of it. He was making a bid for the Irish-American vote as a necessary step to secure adoption."

It must not be assumed that Americans like this state of things, Mr. Gardiner says, and adds that "they hate it and deplore it," for they see how it "vitiates the whole atmosphere of their public life, importing into it considerations that have nothing to do with an issue, the well-being of the community, the selection of the best man, or the achievement of the wisest decision." They are every day conscious that "because Ireland is misgoverned, America is misgoverned," and Mr. Gardiner proceeds:

> "And it is for this reason that the question, 'Why don't you settle with Ireland?' greets the English visitor like a refrain. It is not the Irish who ask the question most anxiously. In one sense, they are very well content. While this issue continues they are a sort of *imperium in imperio*. Their solidarity is assured and their influence on American affairs is unassailable. They know that the longer the issue is kept open the deeper will become the breach between the two democracies and the more hope there will be of making that breach final and complete. It is among those who are most friendly to this country and most hostile to the introduction of an alien issue into American affairs that the question is most eagerly asked. The more anxious an American is for an enduring understanding with England, the more anxious he is to see the Irish question cleared out of the way. It is not because he loves the Irish. It is not necessarily because he cares much about justice to Ireland. It is because he is concerned about the interests of his own country, and is tired of seeing the shadow of Dublin Castle projected across the Washington Capitol. Let the Irish grievance once be settled in the only way that can command the respect of a people bred in the tradition of freedom and self-government, and the American will know how to deal with the evil that remains. He will call on the Irish-American to drop his hyphen, to decide on which side of the Atlantic his fatherland is situated, and to become absorbed in the current of the national life as every other people is absorbed. When that is done the most serious impediment to Anglo-American friendship will vanish and the path will be clear to that great task of world reconstruction which belongs to the English-speaking

Emory College Library

peoples, which can be accomplished by them only in harmony and which can be accomplished by no other human agencies that exist."



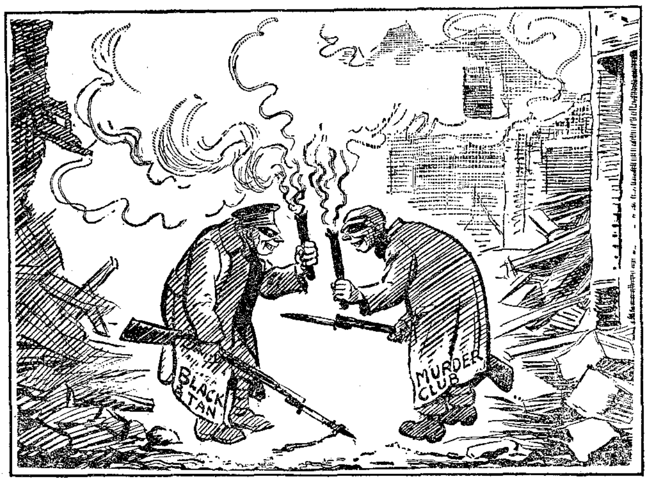
International Photo.

AFTER A RIOT IN BELFAST.

A public house, known as a meeting-place of Nationalist sympathizers, which was burned during a fighting interval of Unionists and Nationalists.

But a very important Irish Unionist paper, the Belfast *Northern Whig*, sharply differs from Mr. Gardiner's diagnosis of Anglo-American relations as affected by the Irish problem. Yet at the same time it rejoices in the discovery that at last the Unionists are beginning to see the value of publicity for their cause in the United States. This daily observes:

"Sinn-Fein and its friends are always telling us that the Union is and ever will be a barrier in the way of Anglo-American friendship. One of their favorite arguments in favor of surrender to the Republican demand is that good relations between England and the United States require it. It is the woes of Ireland, they say, that are the cause of the strong anti-British feeling cherished by the vast majority of the American people. We have exposed and protested against this fiction time and again. We know that the prominence given to the Irish question in the United States is largely artificial. We know that such support as is given to the Sinn-Fein propagandists is by no means prompted entirely by any consuming love for Ireland. All along we have said it was a gross perversion of the facts to represent feeling in America as mainly pro-Irish and anti-British. We have also said frequently, because we have had knowledge of the facts, that the more widely Ulster's case was made known in America the more friends Ulster made there, and the more wide-spread was the sympathy with the British Government in having to cope with treason and rebellion in Ireland. We have always urged that Ulster's case should be presented to the people of the United States on as wide a scale as possible, because we knew that once the true facts of the situation were known there would ensue a considerable slump in sympathy with Sinn Fein."



IRELAND, 1920.

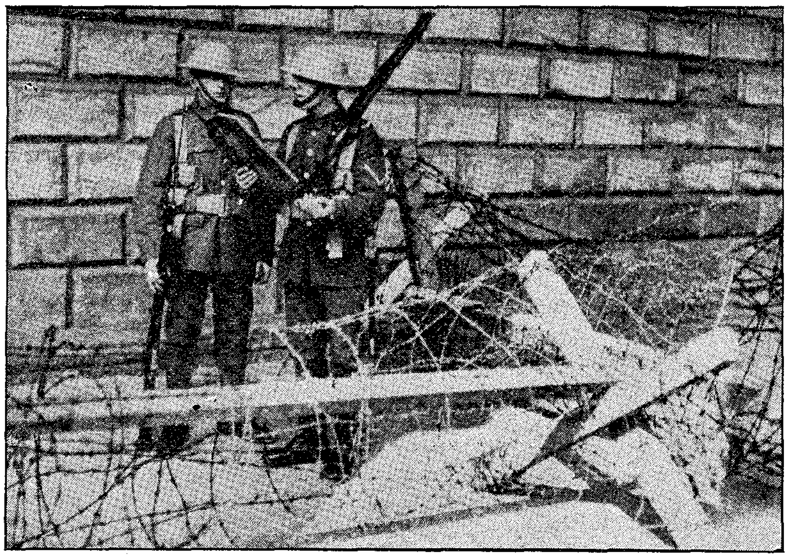
"Hullo, what side are you on?"
"Justice and Liberty. And you?"
"Law and Order." —*The Star* (London).

The Northern Whig welcomes confirmation of its view in a letter from an American correspondent to the London *Westminster Gazette*, in which it is declared that the vast majority of American people are not anti-English "in spite of the good reception accorded to Mr. De Valera and the large sum subscribed to a so-called Irish loan." This Belfast journal adds:

"Much of the talk in America about the wrongs of Ireland and most of the abuse of England can be explained by the exigencies of politics in the United States. As this outspoken article says, vote-catching governors, members of the legislature, and city fathers have willingly lent themselves to the Sinn-Fein movement with absolutely no thought of the ulterior results. The writer attributes the position of apparent importance that the movement has arrived at entirely to the 'temporary aberration of mind' which led to the adoption by the Senate of Senator Lodge's resolution extending the courtesy and sympathy of the American Government to the Sinn-Fein organization. It is only fair to state, however, that under the pressure of public opinion Senator Lodge has repudiated his action and is now sharing whole-heartedly in the efforts that are being made by responsible citizens to put down Sinn Fein in the United States."

For thirty years the Nationalists have been "having it all their own way with their misrepresentations in America," *The Northern Whig* avers, and expresses its belief that there could be no question of "what would happen if the American people were given an opportunity of hearing the truth," and it proceeds:

"For that reason we warmly approved of the policy of sending a deputation of Ulstermen to state the Ulster case. Of the value of their efforts there is fresh testimony in this American correspondent's article, and in the speeches made in Belfast by two distinguished American clergymen. Their success in Boston, according to this authority, was particularly notable. . . . After the deputation had departed it was determined to organize a permanent association for the purpose of fighting Sinn Fein. The title of the organization thus brought into being is the Loyal Coalition, and the movement has spread all over the country with a rapidity that is both startling and gratifying."



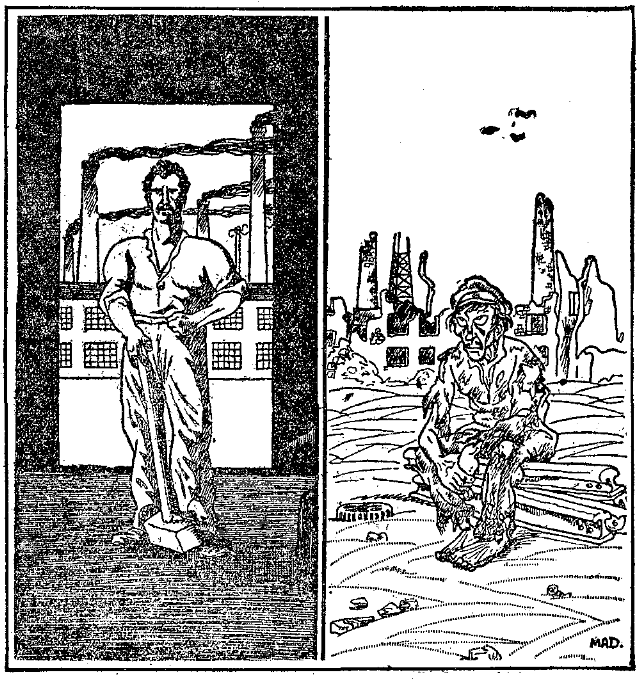
International Photo.

ALL IN THE DAY'S WORK IN IRELAND.

Two sentries outside the Bank of Ireland in Dublin. Sentries and barbed wire are found before all public buildings.

BOLSHEVISM IN CZECHO-SLOVAKIA

THE FIRST CASE in which a regular European cabinet has come to grief through a frankly Bolshevik or Bolshevizing revolt on the part of some of its followers is recorded of Czecho-Slovakia, where the recent Ministerial crisis is of "unusual international and domestic significance." Thus writes a Diplomatic Correspondent of the London *Daily Telegraph*, who points out, nevertheless, that, contrary to what has been suggested, none of the Czech Ministers has declared for Communism, and that a meeting of the Social-Democratic party has requested the Communists to leave the party. But pending a final decision by the Social-Democratic congress, Ministers of the party were instructed to resign from the Coalition Cabinet, and this informant observes:



THE CAPITALIST HELL. THE COMMUNIST PARADISE.

What we have learned from Messrs. Lenine and Company.

—*La Victoire* (Paris).

"This happening is the more remarkable in view of the keen political sense of Czech parliamentarians generally and of the business acumen, industry, and thrift of the Czech nation. True, the present Coalition Government of Social Democrats, National Socialists, and Agrarians was perhaps the most radical in civilized Europe, and openly avowed its ideal of a thoroughly socialized and nationalized state; but all Czech statesmen have hitherto combated the view that such an ideal could or should be realized, if ever, by other than constitutional and very gradual steps, in accordance with a progressive improvement in the general, political, and professional education of the masses. Yet here are some Czech politicians actually advocating the official indorsement by the Czecho-Slovak state of the Leninist creed and membership of the Third Internationale. It is clear that these aberrations are not shared by more than a small minority of the Czech Social-Democratic group, or the Communist agitators, seldom of pure Czech parentage, subsidized by Moscow in every one of the new Central European and Balkan countries. Czech popular sympathy with Soviet Russia, so pointedly manifested apropos of the Russo-Polish conflict, was due as much to dislike of Poland as to love of Russia; but the love, in any case, was rather for Russia than for the Soviet, and the spontaneous outcome of the very strong Panslavistic orientation of the Czechs ever since their national revival about 1800. In the old days they loved Czarist Russia while denouncing Czarism in the same breath as the tyranny of the Hapsburgs."

Yet various factors, we are told, guarantee against any Communistic victory throughout the country at large, and among these are cited the common sense of the Czecho-Slovak people, coupled with the discipline and moderation of their trade-unions and the new agrarian laws, which have developed the inherently conservative class of small peasant owners. Finally, there is the fact that the country's foreign policy will remain in the sagacious hands of President Masáryk and Foreign Minister Dr. Benés. Nevertheless, it is permissible, we read, to detect in the Ministerial crisis at Prague, as in the "Red" agitation at Vienna and among the Croats, the product of Bolshevik gold and Bolshevik propaganda, wherefore this informant remarks:

"This consideration has a most important political, strategical bearing upon the future of eastern Galicia and of the small Ruthenian enclave in northeast Hungary (linking up Czecho-Slovakia with Roumania), the mandate over which has been entrusted by the Supreme Council to the Prague Government. Were eastern Galicia and the enclave in question (which certain Czech statesmen now evince an inclination to renounce) to be united with Soviet Russia, or the latter's creation and creature, the 'Red' Ukraine, the Russian Bolsheviki would enjoy direct contact with Czecho-Slovak territory, and have driven a wedge between Roumania and Poland as well as between Roumania and Czecho-Slovakia. Moscow would not hesitate to use its connection and influence with the latter country in order to make of it a jumping-off board for the spread of the 'Red' gospel, if not actually of the 'Red' sword, westward and southward. That is a prospect which neither Roumania nor Jugo-Slavia nor Austria—let alone Hungary and Italy—could countenance with equanimity. But there is, fortunately, sufficient wisdom at Prague to avert any such contingency."

As an indication of President Masáryk's procedure the Paris *Victoire* quotes a speech of his to the miners of Pribram, in which he warned them against copying Russian ways as follows:

"Revolutionary methods are nonsensical in a country where the Socialists are able to constitute a government majority and have obtained by parliamentary tactics a success without parallel in Europe. As to the Czecho-Slovak proletariat, given their intellectual evolution, they should apply themselves to a realization of scientific socialism, and aim at a pacific solution of current problems. All revolutionary attempts would be absurd on their part when we consider that a revolution in the full meaning of the word has already been realized by the working classes. Representing numerically the majority of the nation and being able to constitute a majority in Parliament, they are actually succeeding in their claims by parliamentary organization and tactics without having recourse to high-sounding and hollow phrase."

Mr. Masáryk added, *La Victoire* relates, that socialization can only be realized by stages, and that in any case progress can be made in practical realization only along the lines of harmonized action with precise understanding of existent conditions and of objects to be attained.

THE LEAGUE AND ARMAMENTS—Bulgaria's difficulty in raising an army of volunteers suggests to the Constantinople *Orient* reflections on the service the League of Nations would render in reducing armaments, military and naval. According to the Peace Treaty, we are reminded, it is stipulated that the Bulgarian Army shall be limited to 33,000 volunteers to serve for twelve years. The Bulgarian Government offers a salary of 500 leva per month, which, despite the depreciated lev, is "pretty good pay to-day," says *The Orient*, as it proceeds:

"But this country, so heralded by its enemies as the Prussia of the Balkans, and dangerously militaristic, can not get but a handful of recruits in this way, even by offering them a pension after their twelve years' steady job is over. While business firms are offering them 60 and 80 leva per day, the army languishes."

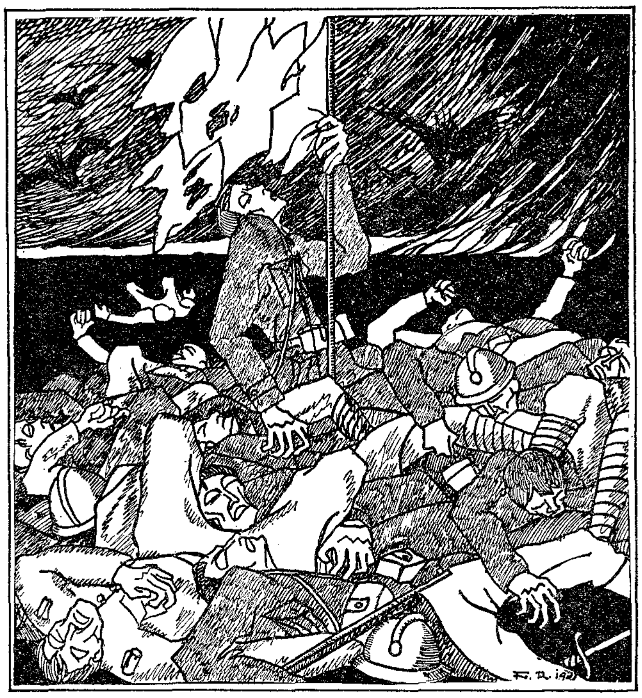
The Orient is moved by this revelation to "look hopefully toward the time when it may be equally impossible to secure volunteer armies in all countries of the world." And adds:

"But this will be a possibility only when some sort of an international agreement reduces to a minimum the chance of war with one's neighbors. This is, of course, the basis of the League of Nations; and certainly the one logical way to treat this is for all the nations to jump in with a will and give the thing a fair trial, honestly attempting to make it a success rather than trying hard to prove it a failure while standing outside."

HOW SWITZERLAND PAYS FOR WAR

NEUTRAL COUNTRIES have their war-bills no less onerous than countries that were actually at war, and some European observers point out that the financial crisis and indebtedness caused by the war have perhaps affected the neutrals more deeply than is generally realized. A Geneva correspondent of the London *Westminster Gazette* picks Switzerland as a shining example of vicarious suffering. The circumstances of war forced this country to live much beyond its income, and the financial situation with which the Swiss Confederation now has to deal is summarized as follows:

> "At the end of 1913 it was 100,000,000 francs on the credit side; at the end of 1919 it was 1,100,000,000 francs on the debit side. Add to this the estimated deficit of 1920, amounting to another 150,000,000 francs.
>
> "The debt has been accumulated by reason of (1) the expenses of mobilization, 1,220,000,000 francs; (2) the loss incurred knowingly by the Confederation in order to sell wheat, milk, and other prime necessaries at a reduced price, 168,000,000 francs; (3) deficits of the years 1913–1919, 267,000,000 francs; a total of 1,655,000,000.
>
> "From this deduct 100,000,000 francs, the product of the first war-tax, and about another 500,000,000 francs for the tax on war-profits—which leaves about 1,100,000,000 francs as the net debit balance of the Confederation—about 275 francs per head of the population of 4,000,000. Interest and sinking fund on this sum are estimated at between 50,000,000 and 60,000,000 francs. This takes no account of the heavy debt of the state railways."



WHERE PATHS OF GLORY LEAD.

"Of the 10,000 Swiss whom the French allowed to 'help them' in the Great War, 6,000 died." —*Nebelspalter* (Zurich).

More than three-fourths of Switzerland's taxes are direct, we are further informed, and have been derived largely from customs duties. It is proposed now to increase these duties and also to introduce the so-called "English system," and tap a great deal of income, such as interest on dividend warrants at the source. We read then:

> "A committee of experts is very soon to decide whether taxation is to be levied on the amount of business done or to be levied at the source. The Swiss Finance Department favors the 'English system,' provided the scale be graduated. A tax of 2 per cent. on interest on Swiss stocks and shares and 4 per cent. on foreign securities is what is suggested.
>
> "Other methods by which the Swiss propose to raise money are the extension of the alcohol monopoly to all distilled beverages. The second Swiss war-tax will apparently have to be paid for the next sixteen years, and the taxpayer of the upper classes in the chief Swiss towns will pay from 30 per cent. of his income to 45 and even 50 per cent. in some towns.
>
> "Foreigners, who, in the Canton of Geneva, have hitherto been exempt from taxation, will now be obliged to pay as do the Swiss themselves. A foreigner at present is taxed here from 10 to 15 per cent. on the amount of his house rent, and also a graduated tax on his property (capital). Not only are rents very high, but the general cost of living is perhaps greater here for most foreigners than in most places in Europe, as United States citizens are the only ones who do not lose on the exchange of the Swiss franc."

Consideration of the monetary cost of the war to Switzerland leads some journals to recall that Switzerland also paid her toll of human lives "to make the world safe for democracy." Ten thousand Swiss volunteered for service under the French flag, and of this number, we are told, about 6,000 gave up their lives in the cause of the Allies.

WRANGEL, THE "UNKNOWN FACTOR"

THE MOST STRIKING TRIBUTE that can be paid to General Wrangel's powers of organization and leadership, which have produced victory out of the ruins of defeat, writes a military correspondent of the London *Times*, is his recognition as the "unknown factor in Russian politics." When General Denikin, after his retreat from Orel to the Black Sea, gave up the struggle and handed over his command to Wrangel, he "apparently left his successor nothing to do but surrender the remnants of the 'White' armies on the best terms he could win from the triumphant Soviets." The "Reds" had already turned the main strength of their forces toward the Polish front, we are told, believing that the "Whites" of the south were finished with. Wrangel, "soldier first and politician afterward," devoted himself to the improvement of his military position, and then—

> "Favored by the respite afforded him—a respite which was none of his asking or making—he succeeded by the most rigorous and thorough methods in refashioning the chaotic mob of treacherous, corrupt, and inefficient officers and disheartened, mutinous, and untrustworthy soldiers, who had flocked sheep-like into the haven of the Crimea before a few thousand Soviet horsemen, and in forming of them a well-disciplined and homogeneous army, purged of its baser metal, led by tried and trusted commanders, and ready, not only for the defense of its actual positions, but for offensive operations on a limited scale if these should become necessary.
>
> "The Soviet Higher Command, which had been surprized to see that its nucleus of troops, left on the Crimean front during the spring of 1920, had been unable to force the lines of Perekop and Chongar, and make an end of 'White' resistance in the south, now prepared a great and decisive effort. Learning of these preparations, General Wrangel decided to strike at and break up the 'Red' concentration before it could be completed for his own discomfiture. Furthermore, a food shortage was making itself felt in the overcrowded towns and ports of the Crimea, and the occupation of the fertile corn-lands of the Taurida Province would enable this shortage to be remedied, failing which his army would shortly be faced with the alternatives of surrender or starvation. Early in June he commenced a general attack along the isthmus front, combined with landings on the coast to the east and west, which ended in a series of resounding defeats for the surprized Bolsheviki, and placed the 'Whites' in a strong position, with their left front covered by the broad Dnieper and their right resting on the sea."

In this position General Wrangel was successful in dealing with continuous attacks delivered throughout the summer, and which resulted, says the correspondent of *The Times*, in "nothing save defeat and loss for the assailants." In fact:

> "He was even able to extend his area of occupation, moving first toward the east, where a small detached force of picked troops operated successfully in the territory of the Don Cossacks, who were smarting under their defeat of the preceding winter and restive under 'Red' tyranny. He then sent small columns southeast to the Kuban coast, where they were hailed as deliverers by the people and so swelled their ranks as to be able in a few days to raid far inland and threaten the main lines of communication.
>
> "In this way Wrangel has become a serious menace to the

> 'Red' power in the south. . . . He has been recognized as supreme chief by all the anti-Bolshevik elements in the Ukraine and the Caucasus, and has thus secured the support of those turbulent fighting men, of whom the best known is Makhno, who have always fought fiercely against the invaders of their country, and would have none either of the 'Reds' or 'Whites' as long as they claimed to repress local independence and restore a centralized Russia ruled from Moscow."

But General Wrangel also has his enemies, and they are of no small caliber, it is remarked by some who notice their press campaigns in which he is held up as a military autocrat and lineal descendant of Kolchak and Denikin. These self-styled "patriots" and "democrats" are excoriated in a Russian daily published by a group of former Premier Kerensky's followers at Prague, the *Volia Rossii,* which thinks that the "most infatuated admirers of 'White' generals ought to stop and ponder, and at least not lie before Russian and European public opinion." Instead, they are "falling on their knees" before General Wrangel and "attempting for the third time to mystify Europe by representing this latest General as the savior of Russia and a great democrat." With such a fling at Kolchak and Denikin as predecessors of Wrangel, this daily goes on to say:

> "They forget that, under Denikin, Wrangel was the favorite of the irreconcilable monarchist opposition. They forget, or, rather, do not want to remember, that Wrangel was placed in power by this very opposition. But all means are good in the struggle for power. Was it not in the name of the Constituent Assembly, peace, and bread that Lenine seized the government?
>
> "Maybe Wrangel only feigned adherence to the irreconcilable Right in order, after removing the 'irresolute' Denikin, to assume the power for the purpose of fighting reaction and the triumph of democracy? It is not difficult to answer this question. It is only necessary to look at the list of the brand-new democrats who are surrounding Wrangel—Piltz, Krivosheine, Glinka, Gerbel, all familiar faces: all fallen gods from the bureaucratic Olympus of the time of Plehve and Stolypin. However, these names have proved insufficient to strengthen the democratic régime. Lately other men are coming to the front, men whose past is even more definite. The former Director of the Department of Police, Klimovitch, one of Plehve's most ardent coworkers; the irreconcilable monarchist, Gourko; the inspirer of reaction and worshiper of monarchy, Shulgin—all these real 'revolutionists,' only from the Right, are ready to march in close ranks to the 'defense' of Russian democracy.
>
> "They are preparing a new and easy triumph for the Bolsheviki. If there were no Wrangel, Moscow would have to invent him! But they who really love Russia, to whom the bloody Moscow tyrants are really hateful, they must unhesitatingly lift their voice against this new outrageous speculation in the name of Russian democracy."

In the *Volia Rossii* also we find an attack on General Wrangel by V. Zenzinoff, one of Kerensky's chief supporters during the latter's premiership, who writes:

> "The French Government has officially recognized the military dictatorship of Baron Wrangel. Europe is helping his official representatives to collect the national property of the Russian people, which is scattered over the whole world beyond the boundaries of Russia. The orders of Wrangel and his agents are accepted as the official acts of the legitimate Russian Government. And all are deliberately shutting their eyes to the fact that Wrangel's rule is not sanctioned by any expression of the will of the people themselves, that it is supported only by bayonets which are at his disposal.
>
> "Russian financiers and economists and men of affairs generally who have emigrated from Russia and have been doing all kinds of things, have now responded to the summons of the Crimean Baron and declared their cheerful readiness to support his dictatorial power. They are hoping that the dictatorship of Wrangel will bring them back the old order for which their souls are yearning."

A pro-Bolshevik daily published in New York, the *Novoye Russkoye Slovo,* pictures Wrangel in direct line of succession after Kolchak and Denikin, and laughs sneeringly at "this military adventurer" who is leading "what he dares call the 'Russian Army,'" which is in reality only "an armed band," against the Russia of peasants and workmen. This journal adds:

> "A Russian Army, whether it be revolutionary or national, is Russian only in case it is supported by the national forces, when it is created by and exists on national resources, and is carrying out the national will. But when an army, like Wrangel's, wholly depends upon the strength of the Powers hostile to Russia, when it is created and exists at the expense of the capitalist coalition, which aims at the destruction of Russia, carrying out a political plan of the cruel enemies of the Russian workers and peasants, that is, 90 per cent. of the entire Russian population, dares call itself Russian Army, it is simply disgusting!"

Pour la Russie (Paris), a newspaper published by Russian *émigrés,* admits that Wrangel's fortunes are waning:

> "Information received pictures the situation in the Crimea in darkest colors. Symptoms of demoralization are becoming more and more threatening. . . . In view of the retreat of the troops from the fertile regions to the Isthmus of Perekop the food question has become very acute. The military defeats have given courage to the demoralizing elements which played such a ruinous part under Denikin. The presence in the Government of such notorious reactionaries as Piltz alienates from it the most moderate elements of the *zemstvos* and municipal self-governments."

In sharp refutation of the foregoing attacks on General Wrangel we have the statement of an editorial contributor to the Paris *Victoire* that the press campaign waged against General Wrangel by certain groups of democratic Russians draws its inspiration from "the sophism that the Wrangel government, which is of military origin, has not been recognized by the Russian people, and is consequently not representative of the aspirations of democracy." Wrangel's enemies cry against him that he has not received any mandate "from a popular assembly or a representative institution," and this observer continues:

> "If, in despite of the failure of his predecessors, Wrangel has dared to undertake the liberation of Russian territory from its oppressors, and to set in motion wise measures for Russia's economic renascence, it is because the sheer logic of events forces some one to take up the task. In the land where the 'commissary' is master the protestation of the Russian conscience against a government that, under pretext of rebuilding, only demolished the material and intellectual structure of the country, must of necessity take the form of a struggle on the field of battle and a political secession. The 'commissaries' who rule through force alone will submit to force alone, and if Russian patriots were to give up the fight, they would be consecrating the country's subjection to slavery and consummating its ruin."

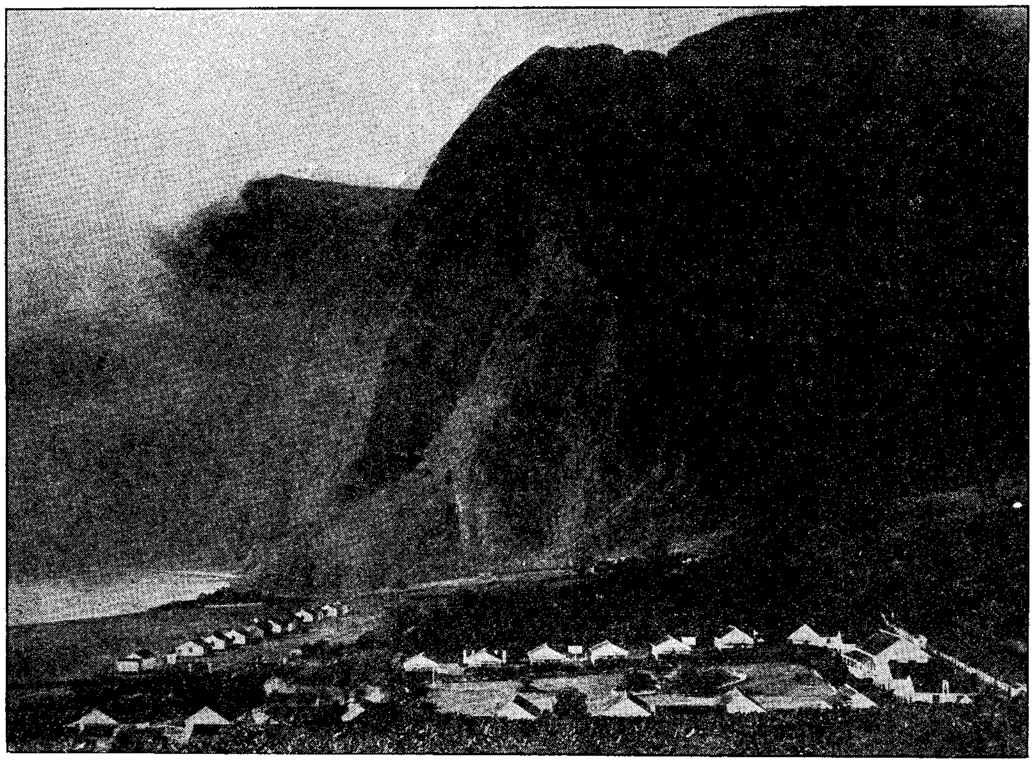
The Russian Socialists, who don't like General Wrangel, this writer goes on to say, mistrust him because he is a representative of the ancient aristocracy, and affect to believe that back of his policy of moderation there are "ambitious aims and reactionary thoughts." This is "inopportune chicanery," it is averred, and we read:

> "It is well understood that the Russian Socialists, Mencheviks, and Social-Revolutionists do not disarm and do not consider the check of Bolshevism as a defeat of Socialism. But the hour has not yet struck for the fight for power between the *bourgeoisie* and the proletariat, between the individualist concept and the collectivist concept. This fight will begin on the day that Russia, freed from the 'second Tatar yoke,' can make her own voice heard, when the best men of all social classes shall come together, stand up in broad daylight for their ideas of government, and work toward the upbuilding of a stable régime. The government of southern Russia, which, when called upon, will hand over its powers to the government that Russia shall then have freely chosen, is above all a government of sacred national union. Its task is not the definitive organization of the new Russia, but the liberation of territory and the inauguration of a régime of economic reconstruction which will act as the connecting link between the Russia of the past and the Russia of the future."

SCIENCE - AND - INVENTION

IS LEPROSY VANQUISHED?

THE REPORTED SUCCESS of the treatment of leprosy with chaulmoogra-oil was noted briefly in these columns recently. It has been heralded widely in the daily press as a proof that "leprosy is curable." Workers in the United States Public Health Service are more cautious, and, while rejoicing in what has been done, admit that a "cure," beyond the possibility of recurrence, can not be proved except by the lapse of years. In the United States leprosy has been slowly increasing of late, so that any measure of relief is of interest to us. The conclusion of *The Journal of the American Medical Association* (Chicago) is that "it is evident that we have a valuable agent at our disposal for the control of the disease," which, of course, indicates a great measure of success. The treatment is not new, having been favorably reported on by our Public Health Service in 1916. In Hawaii, where most of the experimental work has been carried on, the daily press are frankly jubilant and blossom out with page illustrations and scare-heads. Says *The Star-Bulletin* (Honolulu, September 4):



NO LONGER A VALLEY OF THE SHADOW OF DEATH.

Leper colony on the island of Molokai, Hawaii, whose inhabitants are now thrilled with the news that a probable cure has been discovered.

"There are men and women in Honolulu to-day who have returned from the shadow of the Valley of Death known as leprosy—the most dread of all the world's diseases, which, since time immemorial, has been deemed incurable.

"Through the efforts of Honolulu physicians, the University of Hawaii, and local scientific investigators, these men and women have been pronounced cured!

"Dr. A. L. Dean, professor of chemistry and president of the University of Hawaii, will not say so, and yet he was one of the principal factors in the discovery of the cure. Neither will Dr. Harry T. Hollmann, who was largely instrumental in the undertaking of the successful scientific project. And for that matter, nor will Dr. J. T. McDonald, in charge of the Kalihi Leper Hospital, who carried on the experiments that proved the cure.

"No! These learned men, all of whom played their part, as well as others, in bringing to light the means whereby a hitherto fore incurable disease was checked, certainly will not claim a cure for leprosy. For a very good reason!

"And that reason is that there is no way in which conclusive scientific proof can be given to show that a man or woman is not a leper. A snip of the skin, that analyzed, discloses lepra bacilli, stamps a person as a leper, but the mere absence of those bacilli is not regarded by physicians and scientists as certain that one is not a leper.

"There is but one point that these men will admit or claim. It is that their preparations will check leprosy and destroy the lepra bacilli in an afflicted patient. There is plenty of proof for this assertion in view of the fact that seventy-eight patients have been paroled from the Kalihi Hospital since 1918. These men and women were free from lepra bacilli when paroled and to all intents and purposes cured of the fatal disease. Whether these paroled patients shall, in some future day, suffer a recurrence of the disease is a question that time alone can answer. So guarded are these scientists in their claims that perhaps fifty or sixty years from now they may admit their treatments are positive cures, providing that none of the paroled folk have not become afflicted in the meantime.

"But to the average mind it will not be necessary to wait that long for a verdict. The world has already drawn its conclusions and drawn them favorably in accordance with the view that a cure for leprosy, a disease until now believed incurable, has been discovered and that cure has already been effectively proved."

The editor of *American Medicine* (New York) informs us that for many years chaulmoogra-oil has been recommended as particularly efficacious in the treatment of leprosy. He continues:

"Experiments now indicate that this oil contains some derivatives, which have not been adequately determined, that possess particular therapeutic value. The intramuscular injection of the ethyl esters of the fatty acids of chaulmoogra-oil appears to bring about a rapid improvement in the clinical symptoms of leprosy. The injection method is so much more effective than the oral administration of the oil derivatives that the latter may be deemed of minor importance. Thus far, experimental evidence indicates that the therapeutic action is due to one or more of the fatty acids of the oil, or to some substance contained in or associated therewith, but which has thus far escaped identification. It is significant that during the period from October 1, 1918, to December 31, 1919, more than 25 per cent. of the patients who had been in the Kalihi Hospital of Hawaii

LITTLE PATIENTS AT THE MOLOKAI COLONY WHO NOW HAVE A NEW PROMISE OF LIFE.

were paroled as 'apparently clinically and bacteriologically free from the disease.'

"With the mild degree of contagion thus far exhibited by leprosy, in all probability leprous patients may be satisfactorily cared for with decreased expenditures in ordinary hospitals, if the injection treatment proves to be as effective as present results suggest.

"Our lack of knowledge concerning the origin of leprosy, as far as its transmission is concerned, makes it impossible to perfect a scheme of prevention. The slight extent to which it prevails in the United States places the disease as endemic in only a few States, and even in those communities it would be difficult to attack the problem on a prophylactic basis. There is, however, much comfort in the progress that has been made in the management of this disease, and considerable reason to believe that with the improvement of therapeutic technic the mortality figures for leprosy will soon manifest a decline."

In the latest authoritative pronouncement—that of the first medical journal quoted above—we read that as long ago as 1909, the International Conference on Leprosy declared by formal resolution that "the clinical study of leprosy induces the belief that it is not incurable." The writer goes on to say in substance:

"To-day, scarcely more than a decade later, tangible evidence may be said to exist in justification of this optimistic outlook for the management of what has long been a 'disheartening disease.' In the therapy of leprosy, chaulmoogra-oil has achieved a degree of success that has placed it in the forefront of all proposed remedies. It is at present unquestionably the therapeutic agent of first choice in use by those whose clinical experience entitles them to recognition as experts in the treatment of the disease. In 1916 members of the United States Public Health Service felt justified in stating publicly that chaulmoogra-oil 'is helpful to many cases of leprosy, perhaps the majority.'

"To A. L. Dean, president and chemist of the University of Hawaii, is especially due the credit of inaugurating a vigorous search for the 'active principles' that might account for the specific behavior of chaulmoogra-oil in leprosy. None of the early attempts to identify the active agents had led to success. Dean and his coworkers separated the oil into fractions of its fatty acids; they found, further, that the ethyl esters of the fatty acids are thin fluid oils lending themselves readily to intramuscular injection and are readily absorbed. Continued trials made at the Leprosy Investigating Station of the United States Public Health Service and the Kalihi Hospital in Hawaii by McDonald and Dean seem to justify more than ever before the statement that chaulmoogra-oil contains one or more agents that exert a marked therapeutic action in many cases of leprosy. In many cases the lesions disappear, except for scars and permanent injuries, and the leprosy bacillus can no longer be demonstrated.

"All of the available evidence indicates that the therapeutic action is due to one or more of the fatty acids of the oil or to some associated substance as yet unidentified.

"Ideal management of leprosy demands not merely the specific treatment of the infection, but also the maintenance of general bodily vigor and 'building up' of the organism, precisely as in the therapy of tuberculosis. The ablation [removal] of necrotic tissues is an important detail. Hypodermic injection into leprous nodules is reported to induce marked swelling with ultimate recession of the lesions, even when these are very resistant to the usual procedures. In the case of a malady like leprosy, a cheerful outlook is a blessing even when it is limited by much uncertainty and the recollection of past failures. The Public Health Service workers are not unmindful of the danger of false hopes. They frankly admit that it is too early to say that leprosy is cured by the newer therapy, because there is no adequate test to establish such a verdict. However, as McDonald and Dean circumspectly conclude, whether or not the apparent cures are real and permanent, it is evident that we have a valuable agent in the control of the disease."

ALCOHOL AND CANDY

THAT THERE WILL BE a direct relation between prohibition and an increased consumption of sugar is asserted by a writer in *The American Food Journal*, who observes:

"Alcohol owes its popularity to the same basic causes as give sugar its wide-spread use. The taste is attractive (to some people) and its consumption is followed by various physiological results considered (again, according to the individual) more or less beneficial. Alcohol is very quickly taken up and diffused through the system, where its rapid oxidation produces a quick return of energy, with the development of about 11,200 British thermal units per pound of alcohol. Sugar also is quickly assimilated after its preliminary inversion by the digestive agents, and its beneficial effects begin to appear in half an hour, with the greater part of its energy developed within two hours. A pound of sugar thus produces about 6,944 B. T. U. As a pound of sugar (invert) gives rise in fermentation to about .42 pound of alcohol, it follows that the dynamic energy developed in the oxidation of this alcohol will be . . . only 68 per cent. of that given out by the direct combustion of the sugar in the body, without the intermediate conversion into alcohol. This indicates the gain in efficiency in the direct consumption of sugar. The quick and enduring energy derived from a sugar diet has been amply demonstrated in numerous experiments and has been fully borne out by experience. The growing popularity of sweetened beverages, confectionery, ice-cream, etc., has followed closely upon improved methods of manufacture and better facilities for transportation. The United States already consumes annually about 350,000 tons of sugar in confectionery and 136,000 tons in bottled soft drinks. It has been a common observation that those individuals who drink much alcoholic liquor do not care for candy. This is only to be expected, in view of the largely similar functions subserved by the two substances. It is equally evident that a cessation of alcohol consumption is likely to be accompanied by a hunger for sweets as the most nearly allied substitute. The purveyors of sugar-containing specialties, such as candies, soft drinks, ice-cream, sweet crackers, glacéd fruits and nuts, should make special efforts to present their wares in attractive and easily available forms so that their use will be even more widely popularized. A decided extension of automatic selling devices which would offer a wide variety of sweetened delicacies at suitable prices will probably prove one of the most advantageous steps in this direction."

FOSSILIZED BLOOD

IT WOULD SEEM IMPROBABLE to the verge of absurdity that such a perishable substance as blood may leave traces behind it recognizable after the lapse of geologic ages, yet several geologists report that they have found fossilized blood-corpuscles. Traces of blood about six thousand years old have been found in mummies, and the remains of it were recognized in the frozen mammoths of northern Siberia, whose flesh was fresh enough to be eagerly eaten by dogs after some 175,000 years of icy entombment—the longest and most effective cold storage on record. Yet the fossilized corpuscles reported on by Roy L. Moodie, of the University of Illinois, in *The American Naturalist* (Lancaster, Pa., No. 634), are surely the most remarkable instances of preservation on record. Fossilization was once believed to take place only in the case of hard animal structures, such as the bones or teeth, but softer tissues have now been frequently found fossilized. Writes Mr. Moodie in substance:

"Recently, while studying a series of microscopic preparations of fossil material, I observed in sections of a dinosaur bone which I had collected in the Como beds of Wyoming in 1906 some ovoid bodies which looked remarkably like blood-corpuscles. Close scrutiny of the available material, however, did not satisfy me that the objects might not be the products or by-products of incomplete crystallization. Only the outward form of the corpuscle was to be seen. Other bodies, apparently similar, were irregular in shape and hard to distinguish structurally from the regular bodies. These latter, however, may be masses composed of several corpuscles which had become agglutinated.

"Not being satisfied with the results of my observations, I should not have published anything about it had I not seen in a memoir by Seitz a description of similar bodies in sections of normal bone from a European dinosaur from Bernissaert, Belgium. Seitz's description of the blood-corpuscles follows:

"'A larger part of the Haversian canals of *Iguanodon* is empty. A part of them however, contain small, round, biconvex bodies, apparently with flat surfaces. Not seldom a compact mass of them entirely fills the blood-vessel. Professor Solereder, of Erlangen, declares that the bodies are not of plant origin (spores), and by polarization it is determined that the bodies resemble somewhat crystalline concretions, so that we are forced to the conclusion that we have here some fossilized blood-corpuscles. The partial filling of the blood-vessel may be due to coagulation. There are also to be found frequent accumulations of reddish crystals which support the suggestion as to the nature of the material. I give these observations with some reservation.'

"The studies on Egyptian mummies have not resulted in the discovery of blood-corpuscles. Wood Jones, however, is convinced that traces of blood are readily discernible. Elliot Smith has referred to blood-stains on bandages used in the primitive surgery of Egypt. Ruffer, in his extensive studies into the histology of Egyptian mummies, did not discover any definite corpuscles.

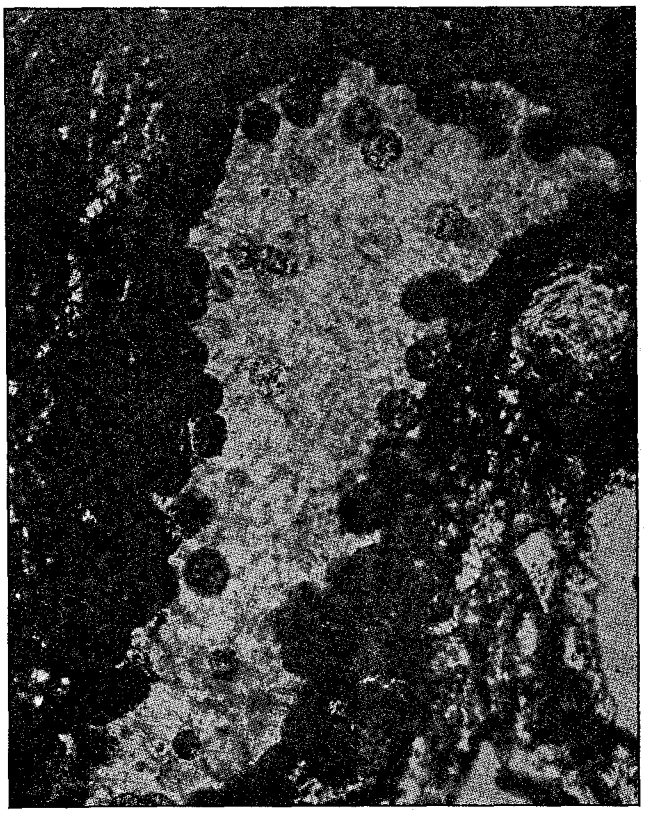
"It may be of interest to note that Friedenthal announced to the Physiological Society of Berlin the discovery of red blood in the body of a mammoth from eastern Siberia which had been frozen in the tundra since Pleistocene times. The precipitin reaction of the blood is similar to that of the modern elephant. No record is made of the preservation of blood-corpuscles. While this is an extremely interesting discovery, it must be recalled that cold brings many chemical reactions to a halt, and there may have been little change in the blood of this mammoth during its 175,000 years of cold storage in the Siberian mud. The body had been so well frozen that the flesh was still fresh enough to satisfy the hunger of wolves and dogs.

"Under favorable conditions, the lipoids of the blood might be changed into some resistant substance and thus retain the form of the corpuscles and delay their destruction long enough for fossilization to set in, these substances being replaced later by the mineral crystals from the magma in which the body was immersed. The beautiful little ganoid fish-brains from the Coal Measures may have been preserved in a similar way. The resemblance between brain substance and blood-corpuscles is close in this respect, that each has a small amount of resistant substance, a large amount of water, and a relatively similar proportion of lipoids which may have become transformed, under proper conditions, into resistant substances which carried the part over the critical period of destruction."

HIGHER TROLLEY SPEED?

INCREASED SPEED IS ADVOCATED as a cure for street-transportation ills by an editorial writer in *The Electric Railway Journal.* He says:

"When we read of Ralph de Palma going four hundred miles at the rate of eighty miles per hour we inevitably compare this with some speed experienced by ourselves in an automobile or train, and then there wells up in our minds an envious desire to emulate de Palma and experience his sensations as we conceive them. The American, thank heavens, likes speed. Why not capitalize more on this? Speed is a panacea for many railway ills. Earnings depend on the car-miles, but expenses, on the other hand, depend on the car-hours. If each car-hour can produce more car-miles than now, expenses are relatively reduced. High schedule speed possibilities are at the base of the street-railway structure. To increase schedule speeds involves such factors as rerouting, better track and rolling-stock maintenance, double berthing, improved loading methods, use of skip-stops, signals, traffic regulation at street intersections, etc. It is not idle to predict that the transportation agency that offers the highest speed service will predominate in the future, and we believe that the possibilities of higher schedule speeds are not fully realized in the street-railway industry. Inherently the street-car is capable of a schedule speed comparable to that of a private automobile due to its quick acceleration and the ease with which it is controlled, and it ought to be possible for the street-car to attain the same average speed in city traffic. It is up to the traffic experts to give the vehicle opportunity to realize its speed possibilities. There is no fundamental reason opposing the speed increase, and we venture to say the present rate of speed is due only to the fact that transportation, like *Topsy,* 'just growed' without any determined or intelligent effort to shape its growth as a coordinated unit that involves city planning, pedestrians, automobiles, street-cars, and everything that makes for congestion of traffic on the surface of streets. We heard a railway manager say the other day, 'With just a reasonable degree of effort and at but little expense we increased our schedule speed in the congested districts from two to six miles per hour.' The point is, higher speed is possible. Furthermore, it is a practical means of meeting jitney competition. Finally, it pays."

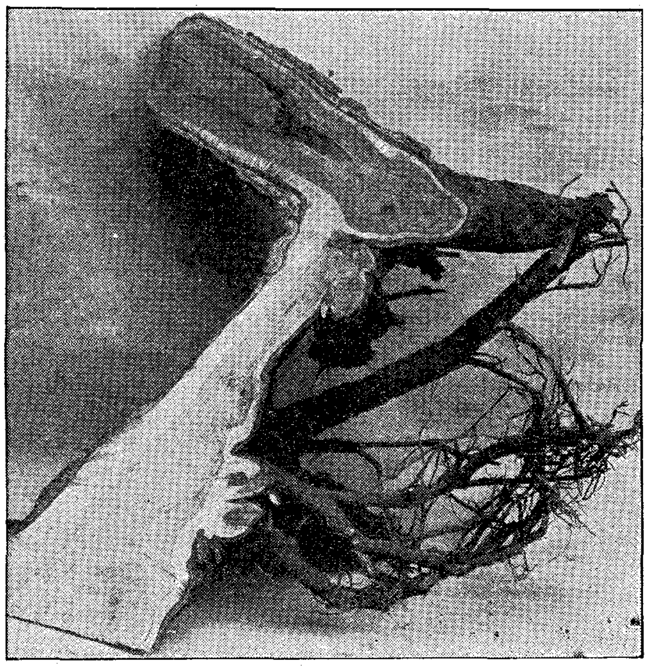


FOSSILIZED BLOOD OF A DINOSAUR.

A vascular space in a metatarsal bone of some dinosaur, from the Como beds of Wyoming, showing in the rounded marginal bodies the preservation of supposed blood-corpuscles. Magnified 200 diameters.

LIVING TREE-STUMPS

CAN A TREE LIVE WITHOUT FOLIAGE? No more, one would think, than a man without lungs, since a tree breathes through its leaf-pores. Yet we are assured by C. C. Pemberton, who contributes an article on the subject to *American Forestry* (Washington), that roots and stumps, bearing absolutely no foliage at all, may both live and grow. This has been recognized in England for over a century, altho denied by certain French botanists, and it has now been too often noted to admit of controversy. Mr. Pemberton, however, believes that altho these stumps have no leaves of their own, they do in fact live by the aid of foliage, and that their vitality is due to their ability to unite their roots, by a kind of automatic grafting, with those of adjoining trees that have plenty of growing leaves. Writes Mr. Pemberton:



Courtesy of "The American Forestry Magazine," Washington.

ONE ROOT GIVING LIFE TO ANOTHER.

An example of a natural root graft between two Douglas fir-trees. To the left is part of the tree which retained its foliage and to the right the stump. The center of the stump is decayed, but the live wood around the edge is plainly to be seen.

"When a tree is cut down it ordinarily dies or sends up sprouts from the stump or roots. Only a few conifers can sprout from the stump. In others the stumps usually die. In some species, however, instances are found of stumps which do not sprout, but, nevertheless, do not die. On the contrary, they retain their vitality to a surprizing extent and apparently without the aid of foliage. There has been much controversy as to the cause of this remarkable state of affairs. Some aver that union of roots of the stumps with those of adjacent standing trees accounts for the phenomenon. Others contend that it is due solely to the reserve material in the stump, and in support of their contention point to instances of stumps apparently isolated and remote from other trees which, nevertheless, can make bulky formations of new annual rings."

Mr. Pemberton himself states that, tho he has made a number of such excavations, he has never been able to find an instance in which uncovering all the roots did not disclose root unions, direct or indirect. One example of the latter was particularly noteworthy. On Langford Plains, near Victoria, there were a number of scattered Douglas fir-trees, of large size and well branched through growth in the open. About fifty feet away from one of the largest stood a group of nine small Douglas fir-stumps completely capped over. No indication of root graft between the stumps and the big tree was to be seen. Chinese felling timber in the vicinity for firewood cut down the big tree, and as soon as they did so the vitality in the stumps ceased. He continues:

"I employed the Chinese to dig up the intervening ground between the tree and stumps, and then the fact was disclosed that the spreading roots of the big tree, at a depth of two feet below the surface of the ground and at a distance from the tree of fifty feet, had formed a union with the tap roots of one or two of the group of stumps. These stumps, so united with the underlying root from the big tree, were in turn root-grafted with the others of the group farther away. It was, therefore, apparent that the wood-forming material from the foliage of the big tree was transmitted by means of the root graft directly to some of the stumps, that they passed it on to others more remote, and that as soon as the foliage-possessing tree was killed the source of the vitality of the stumps was gone, and they, too, died.

"This power to pass on by a series of successive and indirect root-grafts the vitality and wood-forming material from the growing tree is in my belief the solution of the problem of how very remote stumps are able to show healthy overgrowth especially as there are cases in which the major part of the stumps decay and the roots only remain alive. Not all species possess this power; and those which do not are unable to support living stumps no matter how closely the roots of the stumps may be intermingled with those of adjacent standing trees. The practical value of the characteristic still lies within the realm of speculation. Is it possible that some day we shall make use of it for the production of living fence-posts or telegraph-poles?"

COMPULSORY MOTHERHOOD

THE INJUNCTION "thou shalt not," backed up with courts and jails, having been reasonably successful, reformers are now talking of supplementing it with "thou shalt," similarly bolstered. This time it is the French who are debating the expediency of combating decrease of population by compelling their women to become mothers. Every effort is already being made to encourage large families. Bounties are promised, with awards and inducements of every kind. And now a savant comes forward with the sensational suggestion noted above. We read in *American Medicine* (New York):

"Just as military service is obligatory for men, maternal service as a duty toward the state should be obligatory for women. In France men are compelled to do military service for three years. A maternal service of three years being inadequate, it is suggested that women be inscribed on the rôle of motherhood from eighteen to forty years—twenty-two years of service. During these years they will be compelled to make their maximum contribution to the state.

"This suggestion could be dismissed with the complete indifference (one is ready almost to say contempt) which it deserves, were it not for the fact that it is looked upon very favorably by those in whose hands the destiny of the country reposes. To them it seems an admirable suggestion, a necessary course. And once more we revert to the primitive notion that a couple's contribution to the welfare of the state is measured by the number of their offspring. Nothing could be more misleading, more erroneous. And the Frenchwoman certainly will not be misled by such sophistry.

"The passions and the enthusiasms of the war are dead, but one conviction remains with the woman of France—she will no longer sacrifice herself to her family only to see it destroyed for dynastic or financial ambitions. She will not contribute sons to the armies of the world. The unanimity of opinion and determination in this respect is extraordinary. Ask a childless woman why she has no children. 'Why should I spend twenty years raising a son,' she will respond, 'and then see his life snapt out at the whim of his rulers? I will have children when I am sure I can keep them.'

"But there is another aspect of this fatuous and futile mania for repopulating the world. Why? If the world were twice as thickly populated as it is, who would be the happier? Numbers achieve nothing. It is the old tribal instinct, the instinct of self-preservation aroused by fear of one's neighbors. More children mean merely more soldiers, greater security. There should be an easier way of insuring this security. The world is over-populated rather than underpopulated. We are not sure but that if the population of the entire world were cut in half the remaining half would be the better off for it. The encouragement to breed prolifically comes from the upper classes, who do not breed at all, and is meant to affect the lower classes, who breed too much. It is no wonder that these lower classes suspect the propaganda is meant merely to provide the owning classes with more workers, so that competition will make labor cheap. The intelligent middle class is wise in remaining deaf to these influences. What the world needs now is quality rather than quantity. Better babies rather than more babies is the crying need of the time. If a couple reproduce themselves and reproduce with the advance a generation requires, they have done their duty amply by the state, and they have done their duty amply by themselves, which is just as important. The sooner fallacy of numbers is abandoned, the better for the universe."

HOW TO FIND LOST RADIUM

SIX THOUSAND DOLLARS' worth of radium, lost in the ashes of a furnace, was located and recovered by the use of an electroscope. If a lost object continually emitted a sound the searcher's ears would enable him to place it and lay his hands on it at once. The electroscope is a device for detecting electrification, and radium, tho it makes no sound, emits constantly particles that aid the air to discharge electrified bodies. By instantly signaling this loss of electricity, the electroscope indicates the presence of radium in its vicinity, and it was thus that the radium was found in the ashes just as easily and surely as if it had been calling out continually, "Here I am! Come and get me!" In *The Popular Science Monthly* (New York), Raymond Francis Yates tells how the radium in question was lost, and how it was found again. He writes:

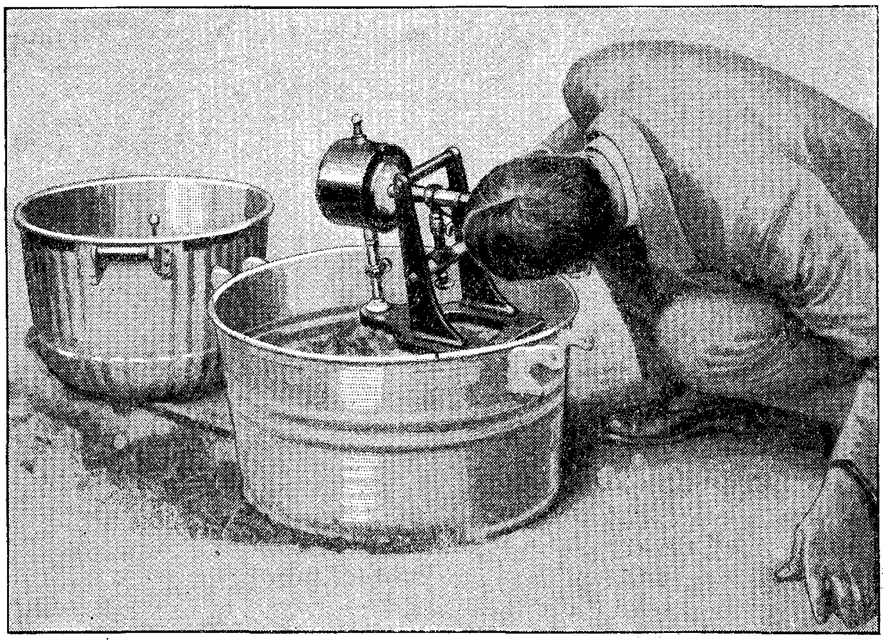
"A nurse was removing ten tubes of radium from a patient. She lost one in doing so. Six thousand dollars' worth of radium in a tube the size of your little finger! A diligent search of the room failed to reveal the presence of the little tube, and as a final effort the radium detective was called for. In this case he was Professor Lawrence, of the University of Rochester.

"The radium detective did not arrive on the scene armed to the teeth or prepared for an encounter with some bold robber. He came in with a very simple-looking instrument under his arm—an electroscope. The electroscope can detect the presence of radium in much the same fashion we would detect Limburger cheese if it were hidden away. The electroscope is sort of a 'nose' for smelling radium, and in this respect it is tremendously sensitive.

"The electroscope is really an instrument for detecting electrical charges. We learned at school that like charges of electricity repel one another. For instance, if two tiny pieces of gold-leaf both had a negative charge, they would insist on staying away from each other; they would repel each other. If one had a negative and one a positive charge, they would insist on remaining together, or, if they had no charges at all on their surfaces, they would be indifferent.

"The electroscope works on just this principle. Two tiny pieces of gold-leaf are suspended at the end of a metal rod enclosed in a glass vessel and carefully insulated, which means that it is prevented from coming in contact with anything that is a conductor of electricity.

"If a glass rod is rubbed briskly with a piece of dry silk it will become charged with positive electricity. Part of this positive charge from the glass rod can be made to flow to the surface of the gold-leaf in the electroscope by merely bringing the glass rod in contact with the projecting metal rod. At this instant the gold-leaf will fly apart and remain in this position until a conducting substance is brought in contact with the metal rod. If this is done, the charges on the gold-leaf will leak off and it will come back to its normal position. If an electroscope is allowed to stand in a charged condition the charges will gradually escape into the atmosphere. The rapidity of this leaking process will depend upon the condition of the air; whether it is dry or damp.



Courtesy of "The Popular Science Monthly."

THE SCIENTIFIC RADIUM DETECTIVE AT WORK.

The apparatus that found six thousand dollars' worth of radium in an ash-can.

"We will now set out to find the missing radium. Radium is continually shooting off tiny particles; atoms, really. Scientists call these emanations from radium *alpha*, *beta*, and *gamma* rays. Ordinarily air is a fair insulator, but when these radium rays get mixed up with it, its insulating or non-conducting properties rapidly vanish and it becomes a fairly good conductor. We can understand then that the air about a small quantity of radium—smaller than one can hope to imagine—is a poor insulator and if any charged bodies are present, their charges are sure to leak off into the atmosphere.

"If an electroscope is brought near a small amount of radium, the gold-leaf will instantly detect its presence by coming together. If the radium is some distance from the electroscope, the gold-leaf may move just a very small distance, but the radium detective has a magnifier trained on it, and if it moves he is sure to see it do it.

"When Professor Lawrence set out to find radium, he set the electroscope up in the room where it was used on the patient. The instrument failed to register. The radium had not been lost in the room. It was somewhere else. Probably the nurse got it mixed up with the bandages from the patient and it was thrown in the furnace. The ashes from the furnace were examined by the radium detective, and, sure enough, the electroscope responded instantly. Further examination revealed the fused tube which contained the radium.

"The radium was not lost. The search was continued until every possible milligram of the valuable metal was recovered. Radium will not burn.

"After Professor Lawrence found the radium in the ashes, a hurry-up call was sent out for a physicist from a large radium company. After he arrived on the scene, the valuable ashes were placed in several quart fruit-jars and taken to the laboratory and all but $210 worth of the $6,000 worth of radium was recovered."

DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 116

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

A PEACE PLAY ACCUSED OF WAR

TO SEE WAR in a play where it is never mentioned requires an acumen possest seemingly only by our native critics. The struggle of an upstart manufacturer to win social recognition from an aristocratic British squire in John Galsworthy's latest piece, "The Skin Game," is discerned here to be nothing less than Germany's effort to share Britain's "place in the sun." When the piece was produced in London in May the critics there overlooked all this, which gives our observers a chance to show superior perspicacity. Mr. Broun and Mr. Woolcott, of the New York *Tribune* and *Times*, treat it from the war point of view, tho Mr. Broun gives his compeer credit for the original discovery. Galsworthy's other play, "The Mob," now showing at another theater in this city, is confessedly a war-play, but it was written before the world-struggle. "The Skin Game" is "a play which has come after the great struggle," says Mr. Broun, "and this time Mr. Galsworthy's indictment of warfare in general is more sweeping and better than in 'The Mob.'" The latter play deals with wars of conquest; but "The Skin Game" takes "the position that, however just the cause, even the combatant who starts with clean hands must take on something of evil and degradation." It may be recalled that Galsworthy's other plays, notably "Strife," dealt with the general thesis that contentions between men or groups or nations usually exhaust if not ruin the combatants and leave the question in dispute where it started. Since Mr. Broun expresses some surprize that British critics failed to catch the point, we give the account of the play appearing in the Manchester *Guardian:*

"'The Skin Game' means war for the skin of your adversary, but every one who knows Mr. John Galsworthy's work will know that it is really played with pity and reserves and compunctions. At the St. Martin's we are back in the world of his 'Country House,' but the squire is only middle-aged. His wife is a creature of steel and enigma. She is the one unrealized person in the play, and as the night went on she seemed more and more a visitor in her own house, hardly on speaking terms with her human invertebrate husband and her human and wilful daughter.

"The advisory of the household is *Hornblower*, a new-rich manufacturer, who, dreading that terrible Victorian doom, 'cut by the county,' seeks to smoke out his chief enemy by buying land in front of his park and setting up factories there. The squire's wife carries the fray into the manufacturer's quarters by using her knowledge of the guilty secret of his daughter-in-law. It is not cricket, but it is the skin game. And so the manufacturer is beaten, parts with the land, and drops £6,000.

"Thus is the country-house preserved. But what is the cost? The guilty lady tries to commit suicide and recovers, but her unborn child is dead. The home life of the manufacturer is broken, his dynastic ambitions are in ruins, and moreover he sees that the class that he fought, and fought because he thought that they had something fine that he hadn't, are hypocrites.

"An estrangement would fall like a curtain between the squire's wife and her husband and child if Mr. Galsworthy had not convinced us that such a curtain existed at the beginning. The squire ponders in the end with the word 'hypocrite' ringing in his ears. 'We began the game with clean hands—have we clean hands now?' His other reflection is, 'What is our gentility worth if it can not stand fire?' 'We did it all,' he said, 'to keep our old home.' 'I am not enjoying home to-night,' said the daughter."

The treatment of this situation, as the Englishman sees it, flows from character and not historical happenings:

"Mr. Galsworthy, as ever, holds the balance straight. The *parvenu* states his case, and states it massively, against the established people who are not obnoxious because they don't want anything more. They have got all the advantages and have nothing to do but live. The squire puts his case with effective understatement and is altogether an ideal squire. The first quarrel is over *Hornblower's* eviction of two cottagers after promising at the sale that he would not disturb them. He points out that little things can't stand in the way of great operations by which thousands of workmen can live and help to refurnish the earth. His sons are presentable, and the younger flirts with the squire's daughter. The daughter-in-law is one of these dark flowers from the underworld, replanted in love and security, in which Mr. Galsworthy believes and of which he has the secret.

"Over the whole play there is that sense of fate, or something more modern, smaller than fate, which impels human beings by the momentum of the wrong they have done to go on deeper and deeper till they are up to the tips of their souls. There is less beauty in the play than in any other of his. It is as tho the author were determined to show the public that he could be as fierce and sudden as the best of them, and he had sought to strike the note with his brutal title. But it was to no purpose, for his virtues and weaknesses are here as usual. This is one of the most interesting plays he has given us, but it has not the rhythm that ran through those plays where he concentrated more on one character which dictated the whole movement."

The ingenious Mr. Broun is not abetted by his fellow critics of *The Evening Post*, *The Herald*, or *The World*. The last, indeed, sees only "a clothes-line fight." Still, when symbolism is your quarry, you can often find much of it. Mr. Broun presents his case:

"To be sure, war is not once mentioned in 'The Skin Game,' which is laid in 'a remote country district in England.' There are no guns and no marching troops. The war-theme is entirely within a solution of symbolism, and yet it is easily grasped for all the fact that it is not obtruded.

"We don't see how it can be missed, and yet few, if any, of the English reviewers read such a meaning into the play. . . . . .

"Mr. Galsworthy seems to have had Germany, England, and Belgium in mind, and if we had the printed play at hand it would be easy to point out a score of speeches which bear out the theory. Of course it may be prest too far, and there were those who greeted the explanation by insisting that if it were so the author probably intended the butler, who spoke one line in the second act, to be Montenegro, and the off-stage noises to be Japan.

"As a matter of fact, it is possible to overlook the symbolism, because the story, taken simply for its face value, is intensely interesting. With the added factor it seems to us a still better play, exceedingly biting and effective in its irony. Nevertheless 'The Skin Game' falls a little short of the very best of Galsworthy, altho it is one of his fine plays. Here and there it is marred by excessive melodrama. There is, for instance, an impossible scene in which a maid steals into a room unobserved by the occupant and hides behind a screen and later tiptoes out again without being seen by two people. Also an auction scene in which the *Hillcrists* and the *Hornblowers* are bidding against each other for a certain piece of property, altho effective, is too tricky. Mr. Galsworthy has arranged that the scene shall be played directly toward the audience with bids coming from folk in the orchestra. All these are imaginary except the final one, which is bawled out by an actor who sneaks down the aisle just in the nick of time. The characters on the stage identify the various people who are supposed to be taking part in the auction by pointing out over the footlights. We were somewhat abashed when the heroine leveled a finger directly at us and said, 'There's the big bounder now.'"

THE POSTER ART OF "SOVDEPIA"

BOLSHEVIK ART in Russia has been many times described as the extreme of futurism. Anything so important as propaganda, however, is quite evidently not entrusted to so bizarre a medium. Some specimens of posters brought "with great difficulty" from Russia by an Englishman named Keeling are reproduced in the London *Sphere*, and are seen to follow the most reactionary pencils of the old régime. A note makes the observation that "in a country such as Russia, where over four-fifths of the population is, or, at any rate, was illiterate," propaganda has "naturally taken the form of pictures wherever possible." The posters, taken in the order of their sequence in this department, are thus described by the *Sphere* writer, who remains anonymous:

"The first one, showing the upper half of the nude figure of a man vigorously using a pickax upon a somewhat misty-looking dragon—or is it a snake?—reads, 'Death to the Suffocators and Oppressors of the Workers and Peasants,' and 'Fight for the Volga, Fight for Bread for the Starving,' and was, no doubt, published at the time when the Volga was more or less under the control of the 'Whites,' or in danger of being taken possession of by them.

"The second poster is very effective, and clearly shows the appalling state of the workers under the old régime, altho it has lost somewhat through being reduced in size and losing its coloring. In the original the effect of the poster, with its half-nude, emaciated figures of men and women in fetters carrying the three oppressors of the working people —the Czar, the priest, and the capitalist—was admirably calculated to play upon the imaginations of the Russians. It is possible, however, that many of the Russians look upon this poster as being somewhat ironical, or even quite simply, where they can not read, as an allegory of their present position.

"The other two are especially interesting to us because they were evoked by the Allied attempt to crush Bolshevism, or I ought to say, rather, the Allied attempt to free Russia from Bolshevism by military intervention. The 'Red' soldier, with his arm stretched out across the red, five-pointed star, is crying out, 'Citizens, give up your arms.' As a matter of fact, from the very beginning of the Bolshevik rule the possession of any kind of arms by an ordinary citizen without a very special permission—and even with it sometimes—right down to an empty cartridge case, has been punishable by death. This poster could not have been very effective, since it was less risky quietly to destroy anything in the way of firearms than take the risk of admitting that they had been in one's possession by voluntarily giving them up.

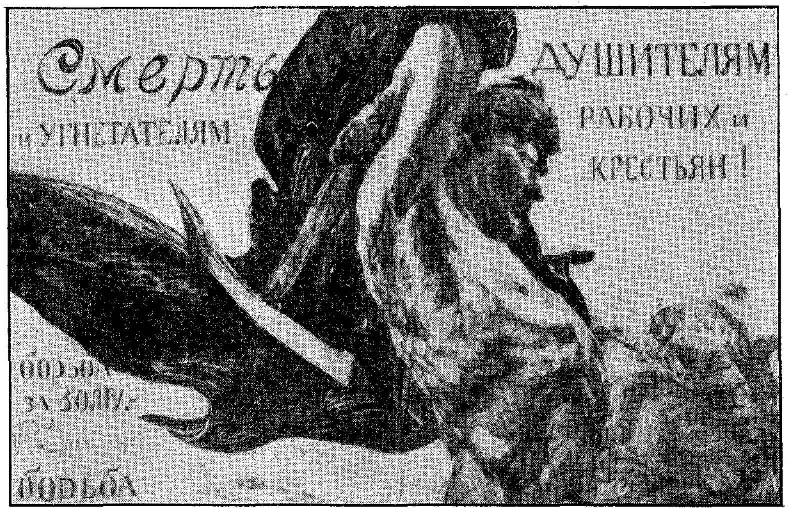
"The last poster shows the attack of the 'Imperialists' upon Soviet Russia. Altho only one of the three defenders of the 'Red' flag has a rifle—and that of very doubtful make—the reenforcements which are to be seen coming rapidly up on the left, with some armored cars in the background which looks as if they had been designed by Mr. Heath Robinson, promise to make the attack more difficult for the long line of soldiers of every nationality which is seen winding away until it is lost in the distance.

"The first onslaught, it will be noticed, appears to have been made by a native of Asia and a native of Africa. This is, no doubt, meant to show to the poor Russian how fond the people of those perfidious countries whose representatives are following close behind are of forcing the poor heathen to do their dirty work."

These posters with scores, if not hundreds, of others of a similar character, we are told, are to be seen absolutely everywhere in "Sovdepia." "The inside and outside of all the public buildings (and their name is legion) are covered with them—no doubt hoardings would have been, too, only they were pulled down for firewood long ago—and the railway stations are a 'sight for sore eyes.'" These are not the only places where the message screams at the wayfarer:

"At the larger railway stations there is a special propaganda room, where, in addition to the posters and piles of literature, there is a gramophone busy day and night grinding out communistic songs and speeches. Even in the prisons these posters have penetrated. Prisoners who wish to curry favor with the Bolshevik inspectors, who sometimes come to look around, cover the walls of their cells with these posters—which they are allowed to buy cheaply—and portraits of the leaders of the Bolshevik Government. It may be added that this does not endear them to their fellow prisoners, or even the warders.

"One would not be surprized to learn that this constantly reiterated propaganda in favor of the Bolshevik rule achieved its object, especially when one adds to it the newspaper and the absence of any other source of information. Yet it is not so.



"DEATH TO THE SUFFOCATORS."

In colors of flame this heroic figure of Bolshevism aims his blows at a monster with nebulous body sprouting snakes. Other posters are pictured on the following pages.

"Clever and persistent as it is and showing an almost uncanny knowledge of the psychology of the Russian worker and peasant, it has failed because, after all, 'an ounce of fact is worth a pound of theory.' The people who introduced and recommended Bolshevism promised their supporters peace, the possession of the land, and plenty. Up to the present there has been no peace; starvation instead of plenty, and altho they have been given the land, after a fashion, they can not do anything with it for want of the simplest necessities, including seeds."

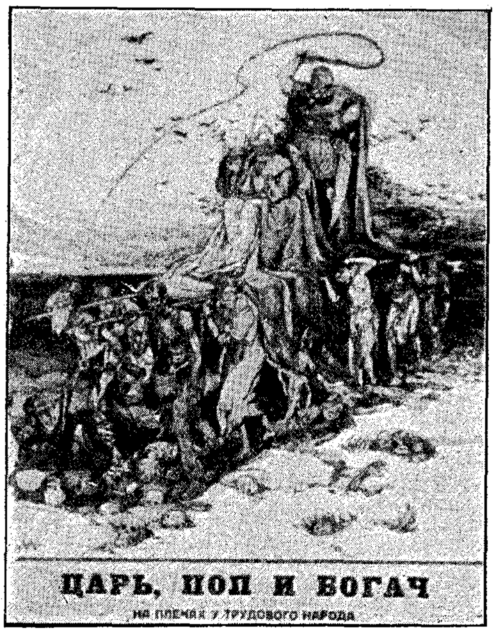
OXFORD'S FRIENDLY GESTURE TO GERMANY—The hand of fellowship has been extended to German and Austrian professors by some half-hundred professors and members of learned societies of Oxford, and opposition is aroused in some quarters. The London *Times* finds it "singularly ill-advised and inopportune," and regrets that the step has been taken. It assumes also that the "great majority of Oxford men" will not coincide. A different opinion is exprest over here by the New York *World:*

"But why may it not be assumed with equal probability that the university authorities have taken an advanced position on pacification with which enlightened public opinion will agree in the end? It has happened before that Oxford ideas at variance with popular sentiment were eventually triumphant.

"No doubt, with the wounds of war still unhealed, the proffer of an olive-branch to the foe of England's great university excites a perfectly natural antagonism at home. But if 'the embitterment of animosities is to be dispelled,' as the Oxford conciliationists represent, how is reconciliation to be effected more logically than through 'the fellowship of learning'? And if friendly intercourse is ever to be resumed, why not now, when the resumption involves concession? Germany can not always be kept out of the fold. At least the Oxford professors regard the war as over, and the example will have a good effect on public sentiment among all nations now released from the throes of passion."

LITERARY VALUE OF SCHOOL-TEACHERS

SCHOOL-TEACHERS are supposed to accept a social status somewhere between a prophet and a servant. There are parts of this democratic country where he is bidden to be content with the latter of these classifications. In less sophisticated communities he is looked up to as a sort of oracle. Wherever he is he is poorly paid, tho much agitation has been employed to improve his present condition. A writer in *Educational Issues* (Columbus, Ind.) seeing the teacher up to now as "something of a stock figure in American life," wonders if this agitation will make him "grow to more pretentious proportions." The possibilities seem almost boundless, for after asking, "Is he about to take on a new and colorful social significance?" Mr. Bernard Sobel asks, "Is he about to become heroic?" Lest society should suppose they are conferring a new boon, Mr. Sobel ransacks literature to show that "centuries ago occasional authors deliberately strove to make school-teachers the subject-matter of heroes." Mr. Sobel's researches, it will be seen, however, have been more fruitful in the modern field:


ЦАРЬ, ПОП И БОГАЧ
НА ПЛЕЧАХ У ТРУДОВОГО НАРОДА

"THE OLD RÉGIME."

The Czar, the priest, and the capitalist are borne along by the starving people in this bold Bolshevik poster.

"In 1742, William Shenstone, for instance, said in his now famous poem, 'The Schoolmistress':

Lend me thy clarion, goddess; let me try
To sound the praise of merit ere it dies;
Such as I oft have chanced to espy,
Lost in the dreary shades of dull obscurity.

"It is surprizing to discover that this poem is only one of many literary works which deal with the lives and fortunes of school-teachers. And it is equally surprizing to discover that even a hasty examination of these works reveals many interesting details about their place in the community, their struggles, joys, hardships, hopes, and ambitions.

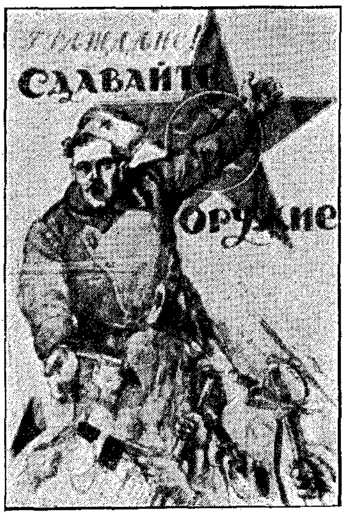
"Eggleston's 'The Hoosier Schoolmaster' (1871) has a passage which describes the open physical opposition that teachers met and do still meet in certain communities:

"'Want to be a schoolmaster, do you? You? Well, what would you do in Flat Creek deestrick, I'd like to know? Why, the boys have driv off the last two and licked the one afore them like blazes. You might teach a summer school, when nothin' but children come. But I 'low it takes a right smart man to be a schoolmaster in Flat Crick in the winter . . . . But if you get licked, don't come on us. Flat Crick don't pay no 'nsurance, you bet.'

"Quite different, however, is the community feeling voiced in the opening sentence of Hardy's 'Jude, the Obscure':

"'The schoolmaster was leaving the village, and everybody seemed sorry.'

"This same book gives a vivid description of a form of inquisitorial torture that many teachers have endured—the visits of the school-inspector:



"CITIZENS, GIVE UP YOUR ARMS."

But to answer this command by the "Red" power meant death even for having possession of firearms.

"'Her Majesty's school-inspector was at that time paying "surprize visits" in this neighborhood to test the teaching unawares; and two days later, in the middle of the morning lessons, the latch of the door was softly lifted, and in walked my gentleman, the king of terrors—to pupil-teachers. . . . Sue's class was at the farther end of the room and her back was toward the entrance; the inspector, therefore, came and stood behind her and watched her teaching some half-minute before she became aware of his presence. She turned and realized that an oft-dreaded moment had come. The effect upon her timidity was such that she uttered a cry of fright.'"

Mr. Sobel recognizes the truth with which we started that "the teacher has always been a victim of persecution." It ranges, he says, from derisive hoots and taunts to a "certain indefinable social discrimination which forces the teacher to remain the teacher in the drawing-room and business world while almost every other kind of worker is quite free from such professional caste differentiation." The history of the administration now closing will furnish ample evidence. Mr. Sobel writes:

"This fact is illustrated in a passage from 'The Education of Henry Adams':

"'The liveliest and most agreeable of men—James Russell Lowell, Francis J. Child, Louis Agassiz, his son Alexander, Gurney, John Fiske, William James, and a dozen others, who would have made the joy of London or Paris—tried their best to break out, and be like other men in Cambridge and Boston, but society called them professors, and professors they had to be. While all these brilliant men were greedy for companionship, all were famished for want of it. Society was a faculty meeting without business. The elements were there; but society can not be made up of elements—people who are expected to be silent unless they have observations to make—and all the elements are bound to remain apart if required to make observations.'

"The fact is again illustrated in a recent article entitled 'Why I Remain in Industry,' in which the author, a doctor of philosophy, states that he has forsaken his college teaching position so that he may enjoy, among other things, the privileges of being 'called "Doc" and regarded as an equal among equals.'"

Teachers, as individuals, according to Mr. Sobel, "occupy an astonishingly large place in literature." *Becky Sharp* is one of them; and she "showed a rebellious spirit quite helpful to the profession":

"The troubles of Schoolmaster Partridge enliven 'Tom Jones.' The villain-hero of Stendahl's 'Rouge et Noir' is a teacher. The heroines of 'Jane Eyre,' 'Villette,' and 'The Professor' were teachers, and these characters give unequaled descriptions of the microscopic trials, annoyances, and joys of a pedagog's life. Some of the stories of Myra Kelly, Kate Douglas Wiggin, and George Madden Martin are designed along somewhat similar lines, tho in these instances the teachers resemble interlocutors, serving only as mediums of exchange for question and answer. The pedagog in Goldsmith's 'Deserted Village' is simultaneously the object of praise and contempt. 'Royal Highness,' by Thomas Mann, contains an interesting psychological study of a somewhat flashy teacher, while *George Tesman* in Ibsen's 'Hedda Gabler' is a monotonous bore. 'The Little Demon,' by Solugub, is a harrowing study in psychoanalysis, while *Pokrovski* in Dostoyefsky's 'Poor Folks' is a somewhat pathetic study of the same sort. In contrast to these, the teacher in Whittier's 'Snowbound' is thoroughly healthy. Some of these teachers, we must admit, are dangerous characters, wrong-doers, like the tutor in Marshall's 'Sir Harry'; the governesses in Wilkie Collins's 'The Evil Genius' and Henry

James's 'What Maisie Knew'; and perhaps the tutor in Byron's 'Don Juan.' The teacher in 'A Bed of Roses' (George) is something of a cad."

One could spin out other citations to include characters closely allied to the teaching profession. Then, too, "in American literature the school-teacher and school-life have been frequently used for studies of special geographical districts":

"Examples of this kind include the well-known 'Hoosier Schoolmaster,' 'The Little Shepherd of Kingdom Come' (John Fox, Jr.), 'The Virgin' (Owen Wister), 'Tillie' (Helen B. Martin), 'The Song of the Lark' (Cather), 'A Woman of Genius' (Mary Austin), 'Glengarry School Days' (Ralph Connor), 'The Legend of Sleepy Hollow' (Washington Irving), 'The New Assistant at Pine Clearing School' (Bret Harte), and the recent play, 'The Copperhead' (Thomas)."

KIPLING IN THE MOVIES

TO CAPTURE KIPLING for the movies must be regarded a triumph for the Pathé people. Others of equal distinction, perhaps, have already been garnered; but somehow he suggests difficulties. Possibly the impression comes from the way he guards his copyrights. It is a feather in the cap of an American firm that he has been secured over the heads of the English companies. Kipling is needed as a writer for the picture screen, says *The Moving-Picture World* (New York). "In his capacity both as a poet and a story-teller, Kipling powerfully visualizes, and he contributes that power to his readers," says this writer, going on:

"In their mind's eye they see his character in action. Thus his creations are naturally and easily translated into terms of a motion-picture. This scarcely could have been more evident had he adopted the picture medium in the first instance. But he chose the printed word, and to that he has adhered until finally convinced that both his art and his public would benefit from an excursion into the world of pictures.

"Up to the present the works of Rudyard Kipling are represented in motion-pictures by two examples only. These were Pathé productions, the novel 'The Light That Failed' and the 'Naulahka.' Kipling took no personal part in their picturization. But the adaptations were faithfully made, and public reception of the result more than equaled anticipation. In the three years that have elapsed since the making of these productions many improvements, both mechanical and in the technique of picturization, have been made. A definite technique applied to writing for the screen now has been established, and many distinguished novelists have become masters of it.

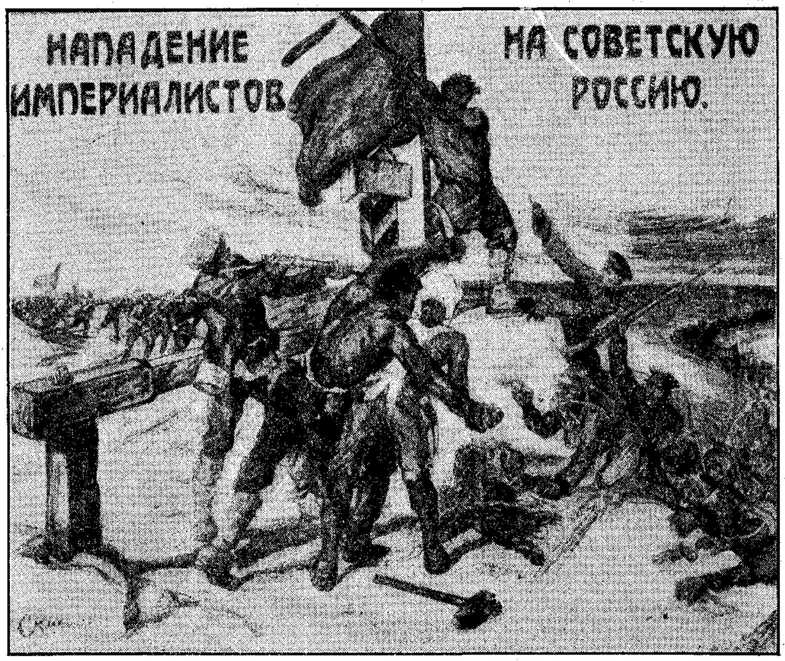
"Altho Kipling is not ignorant of the art of original composition for picture-production, he welcomes expert suggestions. He is especially interested in the vastly enlarged resources of the motion-picture camera during recent years, and the screen's ability to avail itself of the art advantages of control of all degrees of light and natural atmospheric effects. In his original writing and adapting from his published works for motion-pictures, he will have the assistance of Randolph Lewis, who is considered one of the most capable continuity writers in this country. He is well known as a pioneer of picture-writing in this country, and his services as scenario editor have gained especial value from his intimate knowledge of details, mechanical and otherwise, which enter into picture productions."

Kipling is under contract to write seven features, we are told, and his first script is expected to arrive in November. There is no insinuation intended in coupling the above with some statements written by Andrew Soutar for the London *Daily Mail*, only they go well together. Mr. Soutar, it is explained, has just been "making a practical study of cinematography in the United States," and writes thus:

"I am satisfied of this: If British film directors, or 'producers,' as they are called here, were allowed one-half the latitude that American companies allow their directors, British films within two years would be showing in every picture theater in the United States.

"The British director is cramped in his work by lack of money, or, rather, lack of enterprise on the part of the company whose servant he is. Before work on the picture is commenced the company has satisfied itself that it has no chance of 'putting it over' to the Americans, so they argue thuswise:

"'By keeping the cost of production down to so much we shall be able to make so much profit from sales in Great Britain. We will be satisfied.' Then the director is called in and told. 'You must not exceed a certain figure in making this picture; if you do—'


НАПАДЕНИЕ ИМПЕРИАЛИСТОВ НА СОВЕТСКУЮ РОССИЮ.

THE "RED" ARMY RESISTING THE ALLIES.

Posters like these reproduced here are used in every available space in Russia. Bill-boards, however, have long ago gone for firewood.

"In the result the director allows his art to be subjugated by the spirit of economy.

"A moderately successful five-reel picture can not be produced for less than £10,000. I am prepared to defend my contention that less than 6 per cent. of the pictures produced in this country have cost more to produce than £4,000.

"I know of one five-reel picture, now running in this country, that cost less than £800 to make, and it must have brought in as many thousands to the firm responsible for it. Yet it is a bad picture; the public has to take it or leave it.

"A five-reel picture is roughly 5,000 feet in length. In order to get that 5,000 feet, the British director is allowed a little latitude, so that he may retake any scene that hasn't quite satisfied him. But, I doubt if any director in this country is allowed more than 15,000 feet of negative to work with. If he can not get his art into that amount, the art must stay out.

"I assisted in the producing of a five-reeler film in the Selznick studios, New Jersey, and became quite nervous about the quantity of negative we were 'soaking up'; one scene that would take three seconds to flash on the screen was taken eleven times, after something like fifteen rehearsals.

"When the picture was finished the director said to me: 'They are delighted (he referred to the firm). We used only 65,000 feet of film.'

"In the cutting-room, where the full 'take' is cut down to the required length, they eliminated a full ball-room scene that had cost about £300 to make way for something better.

"In this country (as in America, by the way) we have too many small people making small films, for what we may call small profits. They can get sufficient backing for a picture that will cost from two to three thousand pounds.

"Who suffers? The public, of course.

"Why? Because the exhibitor is content to have only one good picture in his program and fill it out with the rubbish that is being made weekly by these small firms."

RELIGION-AND-SOCIAL-SERVICE

THE "JEWISH PERIL"

ANTI-SEMITIC OUTBREAKS in Europe coupled with the appearance in this country of publications asserting the existence of a vast Jewish plot to procure the collapse of Christianity and thus obtain control of the world have awakened Jew and Gentile to perils on both sides that are characterized as "real and not fictitious." In book, magazine, and pamphlet the story is being circulated that the Jew seeks world-domination through the powerful agencies of press and purse, and that to this end he is covertly fomenting war and revolution and attempting the general downfall of established government. The story is based on a number of alleged "Protocols of the Learned Elders at Zion," in which certain Jewish teachers are made to avow to their disciples the dark designs of Jewry for the corruption and subjugation of Christendom, and purports to show, according to translations appearing in the American Jewish press, that the Jews hope to accomplish their purpose by simulating sympathy with the proletariat and leading it into destructive and eventually suicidal political revolutions. The success of the Jew in economic rivalry, which, rather than religious differences, has been the meat on the bone of contention, and the fact that some of the world's malcontents are of Jewish origin, are alluded to as evidences of the plot. Among the poverty-stricken peoples of Europe propagandists find ready tinder for their fuel. In this country the benefactions of Julius Rosenwald, the late Jacob H. Schiff, and of a number of other prominent Jews are placed in evidence against the alleged conspiracy; but, nevertheless, continued published reference to the "Protocols" has brought Jewish publicists to a serious consideration of the matter. Assuredly there is a "putative 'Jewish peril,'" exclaims Rabbi Stephen S. Wise, in *The Universalist Leader*. It is "the peril of a vile forgery, . . . a forgery which is not only an indictment of but a crime against a whole people." The cry of "the Jewish perils" is "the cry of every group in Europe to-day which desires the restoration of the old prewar order, whether in militarist Germany or in Czarist Russia. It is a brazen attempt to find some scapegoat, an excuse for a return to the order that was." In the Dearborn *Independent*, owned by Henry Ford, have appeared many articles asserting the existence of the so-called Jewish peril, and the New York rabbi, one of the foremost Jewish exponents in the country, declares passionately:

> "It is the special shame of Christendom in America to-day that that tissue of lies and forgeries known as the 'Procotols,' or the 'Jewish Peril,' is being given circulation by a confessedly nearly illiterate multimillionaire, who has taken upon himself the onus of filing the gravest charges that have ever been uttered against Jews in this or any land. In America it is not enough for Christians to say that they have no part therein, that they place no credence in the charge. It is their business, and above all, in their Christian churches it is their duty, to cry out against these hideous falsehoods uttered against a whole people. . . . . .
>
> "Tho I am a Jew, I am gravely concerned about the self-abasement of the Christian world, which is turning the life of Israel of eastern Europe into a tale of shambles. And the lead in bringing this awful chapter to an end must not, and can not, be taken by Jews, but by Christians. It is the body of the Jews that is hurt; it is the soul of Christendom that may doom itself. . . . It is we who now more than ever in the centuries of our tragic story have reason to turn and to pray: 'Father, forgive them, tho they *know* what they do.' The world must learn to forgive, tho ourselves we shall never be able to forgive, if we forget the injunction laid upon our fathers: 'Be a blessing.' 'Bless them that curse thee.'"

By those who are reckoned anti-Semitic the "Red" ruin of Bolshevism, the troubles in eastern Europe, and the extreme radicalism rampant in all parts of the world are laid to Jewish intrigue. But, even if the legend be true, says Rabbi Wise elsewhere, "how reconcile this imagined conquest of the world, this fabled omnificence of the Jew with the status of half Europe, whom, I say it with infinite sorrow, we seem powerless to save; the Jews of central Europe, who have entered upon an era of unparalleled misery—scapegoat in deservedly broken Germany, shuttlecock of Austria, despised victim of Hungary?" If such power were aimed at, "if we cherished designs of world-supremacy, would we not will to keep ourselves alive? Five to seven million Jews are in blackest, awfulest misery, and in America, including the gifts of non-Jews, not more than $15,000,000 have been given by 3,000,000 and more American Jews during the year."

"It is doubtless true that there are Jews who menace American institutions," comments *The Universalist Leader;* but "it is also true that there are Americans who menace American institutions. But the greatest menace of all is to try to set one race against another." Moreover—

> "America is more than a geography. It is God-chosen, to prove that 'He hath made of one blood all the peoples of the earth.' No man can be truly a Universalist who does not believe that. If the Jew is to be attacked because he is a Jew, then the Universalist Church must defend the Jew or cease to be Universalist."

Remembering that the "alleged 'Jewish Protocols' were used as a handle for blackmailing, that they were offered in Paris for a certain sum of money with the threat that if this money was not paid they would be printed, and that finally they were printed in English," *The American Hebrew* (New York) asks "who is providing the funds for this anti-Semitic propaganda?" Looking abroad, it is generally noted that the Jew is undergoing almost continuous revilement and persecution in eastern Europe. And in "Christian Roman Catholic Poland" he has the choice of "apostasy, death, or exile," says the Chicago *Israelite*, observing that "not even his Holiness the Pope has been moved to endeavor to restrain the bestiality of the Polish members of his flock, tho besought to do so again and again." The Chicago journal remarks also that "it is a fact worthy of more than passing notice that in Protestant Christian countries there have never been pogroms. Prussian anti-Semitism, however offensive, has never manifested itself in physical violence or in outbreaks of lawlessness, at least not in modern times." And "in the so-called pagan countries, notably in Japan and China, Jews as well as Christians, and, in fact, all religious minorities, are happily able to live in peace and safety, and are deprived of none of the rights and privileges their countrymen of the dominant faith enjoy." The Cincinnati *American Israelite* likewise notes that in Poland "the orgy of rape, massacre, and pillage is still raging," that "nothing is being done to protect the hapless Jewish Poles from the bestial fury of their Christian countrymen." Some writers fear the revival of the persecutions which characterized earlier centuries of the Christian era. In a letter to *The Christian* (London), which is copied in the Jewish press here, Samuel H. Wilkinson regards "the inception of this new phase of the Jewish question as very grave and ominous," and utters this warning:

> "The great outstanding fact is that the incipient stages of a new Jewish persecution are in progress; that even if the grave charges against certain Jewish conspirators be true, the ventilation of them in public is calculated to excite already existing

prejudices into the blind and positive penalizing of a whole race; that it is calculated to infect Great Britain and America with the virus of vindictive anti-Semitism and its baneful effects and to bring in time the same curse on the Anglo-Saxon race as has fallen upon the Teuton and the Slav.

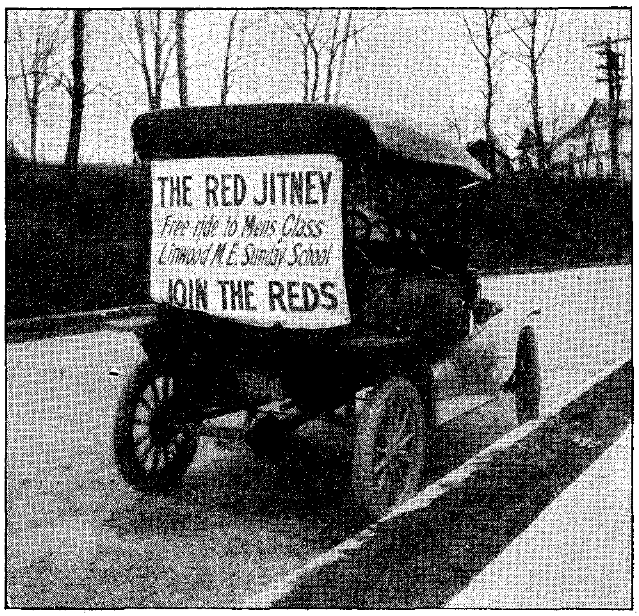
"Whether this fulfils prophecy or not, it is to be resisted by every available means and by everything and everybody that is truly Christian. For it is no creation of the imagination. . . . I submit that the matter is of such gravity, to the country, to the Jews, to the cause of God, as to justify the publication of this letter, . . . in the hope that some definite steps may forthwith be taken by means of which Christian sympathy with, instead of antipathy to, the Chosen Race, may be demonstrated."

In New York recently more than a thousand members of the United Hebrew Brothers from all parts of New Jersey and New York adopted resolutions condemning Henry Ford for "the publication in the Dearborn *Independent* of articles considered detrimental to the Jewish race and the welfare of the United States," according to an article in the New York *Times*, and a committee of five was appointed to present copies of the resolution to the President and to both branches of Congress. After hearing an address by Simon Wolf on the state of World Jewry to-day, the World Brotherhood Congress, which met in Washington, passed a resolution "that in the opinion of Congress the toleration of persecution, whether social or political, based on religious differences is incompatible with brotherhood or the essential spirit of Christ." It is evident then, says *The American Hebrew*, that "the true spirit of Christianity is being awakened by the present Godless wave of anti-Semitism here and abroad. It may be that out of the evil which Henry Ford and his school are attempting to foist on the world, good may result in the awakening spirit of the humble Teacher of Nazareth among his followers and devotees." Israel Zangwill ridicules the talk of a "Jewish peril." In an article in *The Sunday Pictorial* (London) copied in *The American Jewish World* (St. Paul) he writes:

"I suppose nobody is in a better position than I to give the lie to the charge of Jewish solidarity—I, whose life has been half wasted in the effort to bring something of the sort about, who for twenty years have toiled to unite the Jewish millionaires in the quest for a Jewish state, and whose supremest triumph lay in assembling three of them (a British, a Russian, and an American) to promote emigration from a Jewish center."

The idea is to "be taken seriously only because its effects are serious."

GOOD ROADS AND BETTER CHURCHES



Illustrations by courtesy of "The Highway Magazine," Chicago.

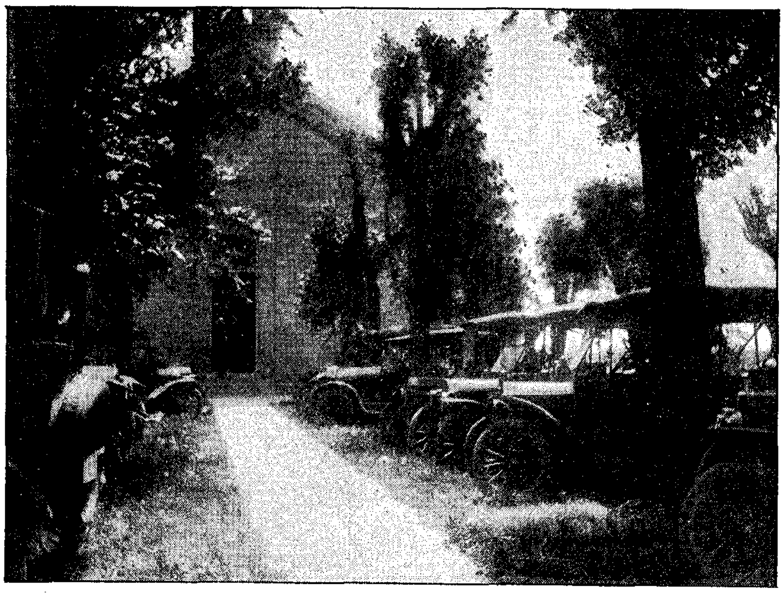
A CHURCH ACTIVITY MADE POSSIBLE BY THE MOTOR-CAR AND IMPROVED HIGHWAYS.

WHEN to-day there is a "flivver" in the hands of practically every rural dweller, good roads are almost synonymous with good churches, and the time has come for the Church to stand solidly behind the good-roads movement, says *The Highway Magazine* (Chicago). In the past the Church was a powerful influence for road improvement, we are told, and "it is certainly true that this weekly contact with mudholes and mire was a deciding factor in the minds of many when the question of spending money for better roads was raised in the township, county, or State." But the work is only just begun; in many communities the road to church is almost impassable in the winter season, and the farmer hesitates at a trying task on his one day of rest. So—

"Having been, with such good effect, a silent force for the improvement of highways, the Church should now, when the good roads may be had at less cost to the community through Federal aid, and perhaps State aid, raise its voice in urging the passage of local good-roads bond issues, at least.

"Where good roads exist, the Church has prospered. Enriched by the fruits of better highways, the congregation has been liberal in improving and maintaining the church. The size of the congregation has increased, and those to whom the opportunity for Christian service has been given are made the leaders of larger groups of followers and the possessors of a wider opportunity for furthering the teachings of Christianity.

"Just as the good road has enlarged the areas from which the congregation is drawn, so has the automobile helped to create a wider range of influence for the church. The sight of several dozen cars parked about a country Church is not uncommon in districts where roads have been improved. And it is a notable fact that people will often attend the church which can be reached by good roads in preference to the one located on an unimproved highway. The Church can not afford to disregard the influence of the highways any more than those who realize the importance of good roads can disregard the part Christianity has played in furthering the movement for better highways since the beginning of time. It has been said that the Crusades were made in spite of a lack of roads but that the Crusades demonstrated the need of roads by developing commerce between the East and West. So does any great movement which affects a majority of the people have other consequences which can not be disregarded if civilization is to advance and humanity is to go on 'in the highways, on which one goeth up to the house of God.'"



"WHERE GOOD ROADS EXIST THE CHURCH HAS PROSPERED."
Automobiles parked in front of a rural church while their owners worship inside.

"SPIRITUAL DEATH" AFTER THE WAR

HATREDS ENGENDERED by the world-war flourish everywhere with the vigor of vice, and everywhere pessimism exists with respect to organized Christianity, writes William C. Allen in *The Herald of Gospel Liberty* (Christian). In a tour of New Zealand, Australia, and South Africa, including a trip to England, the writer came into contact with church-leaders, many of whom he heard refer to the "spiritual death" about them. In Cape Town, General Smuts, Premier of South Africa, who was the one living statesman at the Paris Peace Conference to utter "a genuine Christian manifesto on behalf of righteousness and forgiveness of foes," said to him:

> "I met in Paris many Americans at the Peace Conference. They were fine men. I know how they feel. Never has there been so much hatred in the world—never have people everywhere hated one another so much—never has hatred been so great and so deep. I know all about it. If the ministers of the gospel would cease preaching so much about personal salvation and think of the salvation of the world, they would help deliver the world from the mess it is in; and not only save others but save themselves. The preachers should stop preaching theology and with a broad view preach the gospel of love and forgiveness. That is the need of the world to-day."

Elsewhere the writer heard a pessimistic strain, and he quotes several expressions of it:

> "Said a leading Wesleyan minister of New Zealand: 'We hope to be victorious—but the mass of the people are less eager to hear our message than ever before.' A well-known secretary of one of the Y. M. C. A.'s of the antipodes declared: 'I am sorry to say that many of our best men were killed; others who were good men before the war came back different from what they were when they went out; we can not reach them—they have gone wrong, they do not attend church. What else can we expect? They killed on Sundays the same as any other day—they played cards and gambled on Sundays—Sundays were not different to them from other days.'
>
> "An active clergyman in Sydney said of the effect of the war: 'The strong men came back stronger, the weak ones came back weaker. Our young men have returned, not with humiliation, but the reverse. They now have the idea that force is the means of settling difficulties.'
>
> "A prominent minister in one of the larger colonial cities, speaking of the indifference to the gospel, said of a training-school for ministers that altho the amount of money in hand for bursaries exceeded many times over the calls for it, there had been only three applicants for scholarships in the past year."

The effect of the war on the spirit of brotherliness and cooperation between the denominations is next considered. In Australia a joint council of the Presbyterian, Methodist, and Congregational Churches has prepared and agreed upon a basis of union as to doctrine and polity, while in New Zealand similar efforts have failed. Generally the outlook is dark, and the writer asks:

> "Do the churches of the British Empire and the American Republic really desire the fresh infusion of divine life? Are their members willing to try to live by the plainest teachings of the gospel? Can a revival in religion be effective without repentance? Otherwise whither shall we drift? Will the mighty calls of God yet be answered by a mutilated Christianity? Will he not yet save us for Jesus' sake? But must not we cooperate with him?"

These words, says an editorial note of *The Herald*, "make one aware that this is no time for Christian people in America or elsewhere to be engaging themselves in disputes about dogmas and prophecies and dispensations, but to get busy at promoting social as well as individual righteousness and peace and good will." As a matter of fact, however, says *The Christian Science Monitor* (Boston), "the world is no more out of joint than it has ever been. What is really happening is that the world is finding itself out, which is a very considerable step toward reformation." This should be "cause for congratulation, and to those who understand it really is. But to the fearful, and their name is legion, it is an hour of horror and trepidation."—

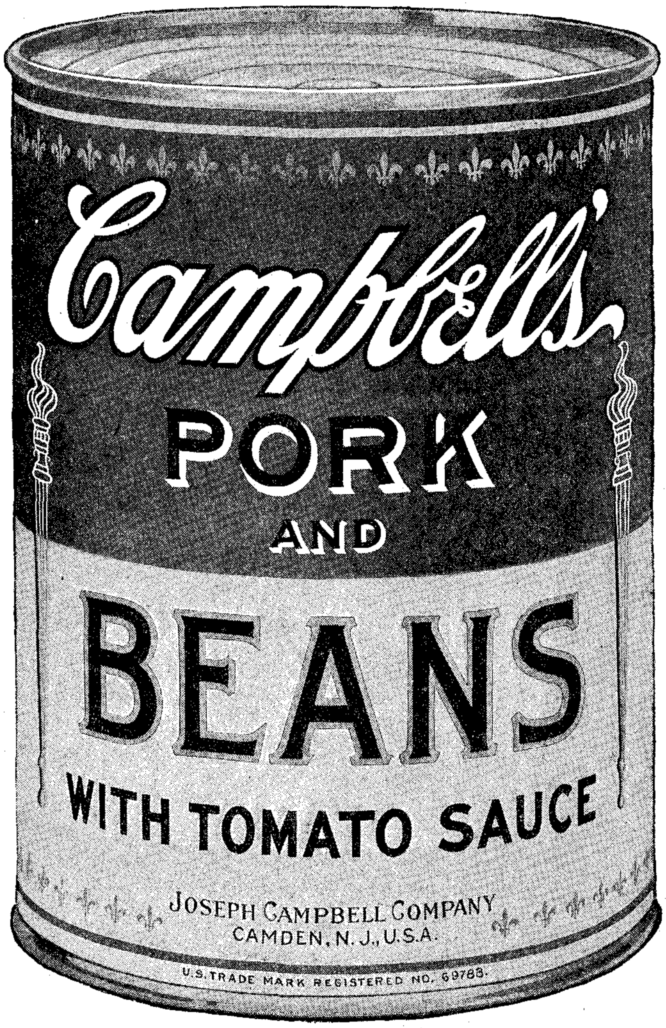
> "What the world needs, then, almost more than anything else, at the present moment, is clear leadership, and by leadership is meant not the effort to think for it, and so to weaken its mental processes, but rather an attempt to marshal and coordinate the facts of its social, political, and economic existence, without bias and with a supreme truthfulness, so as to enable the listener or hearer to form correct estimates of conditions, and to act fearlessly on those estimates. In doing this, of course, selfishness, whether individual or national, must be rigorously put upon one side. Indifference as to how your neighbor lives must become as illegitimate as indifference to what is happening beyond your borders. Only on such a basis is demonstrable Christianity a possibility."

ISLAM WELCOMING CHRISTIANITY

"APOSTATES FROM ISLAM have become apostles" in the Near East. Some of the lesser gods and priests have had their day, and Moslems are welcoming the gospel of Christianity, writes Dr. Samuel M. Zwemer, from Cairo to *The Intelligencer* (Reformed), explaining that "the political unrest in the Near East is not due half so much to economic factors or a legitimate desire for more self-government as it is to deep religious dissatisfaction." The writer gives in evidence the fact that Lord Radstock, a British Y. M. C. A. officer, delivered evangelistic addresses in the towns and villages of Egypt during the Nationalist disturbances, and, in spite of his uniform, was warmly received and heard. He concludes that "the present opportunities for evangelism among all classes, and especially among Moslems, who form the bulk of the population, are unprecedented." The doors that once were only ajar are now wide open. Theological discussion has taken on a new phase, and to-day "we see the character of Jesus discust in the daily press; his sinlessness vindicated by old-fashioned Moslems against the attacks of the New Islam rationalists." It is further encouraging that—

> "From the school children to the sheiks of the Azhar all classes of society are facing as never before the fact of the Christ. In a new encyclopedia published in Cairo by a Moslem scholar the article on Jesus Christ contains a remarkable tribute to his majesty and influence on history. Officially, the Moslem creed still denies the atoning death of our Savior. The stumbling-block of the cross still lies in the way of the inquirer. But the doctrine of vicarious suffering is no longer strange to the Moslem mind.
>
> "We are too apt to forget that the Near East has now had its Gethsemane. The war has plowed deep furrows in human hearts and lives. There are millions of orphans and widows. There is not a home in some parts of Turkey without its vacant place. Islam is defeated on the battle-field, disillusioned in its outlook, and distracted in its program. People are ripe for the ministry of friendship and the message of hope. The war has shown Moslems that Allah is no longer fighting for Islam as he once did. Their plans of rebellion and revolt, and even those more subtle endeavors cloaked in a program of nationalism to crush non-Moslems have failed. The Jew has come to his own in Palestine. The Christian in Egypt and Syria dares to hold up his head where formerly he was scorned and despised. Moslems themselves have begun a critical study of Mohammed's life and teaching. This is evident from the new commentary on the Koran published as a serial in the leading magazine of Cairo, *Al Manar*. The whitewash is coming off. Educated Moslems are reading French and English books on the subject; Lammens, Caetani, Muir, Margoliouth, and other western writers are being discust, and their books on Islam studied. S. Khuda Bukhsh, of Calcutta, for example, has just published an English translation of Dr. Weil's history of Islamic culture which goes even further than his celebrated essays in its fearless criticism of Islam.
>
> "There is new opportunity for the social message of Christ, the uplift of childhood, the emancipation of womanhood, and higher ideals of marriage. In this effort, the missionary has for his allies all educated Moslems whose standards and ideals are no longer those of the religion of their fathers. Slavery has gone; the veil is going, polygamy and Moslem divorce laws are impossible under new conditions."

MADE BY THE MAKERS OF CAMPBELL'S SOUPS.


Campbell's
PORK
AND
BEANS
WITH TOMATO SAUCE
JOSEPH CAMPBELL COMPANY
CAMDEN, N. J., U.S.A.
U.S. TRADE MARK REGISTERED NO. 69783.

A good way to buy them

Buy your Campbell's Beans by the dozen. It's the convenient way. Then you always have them on your pantry shelf, ready at an instant's notice either for the unexpected guests or the regular meal. In millions of homes, Campbell's are a staple article of diet, served frequently and liked by everybody. A truly national dish.

15c a Can

Except west of Mississippi River and in Canada

Campbell's BEANS

LOOK FOR THE RED-AND-WHITE LABEL

CURRENT - POETRY

THOSE who protest against slippered ease and the ingle-nook may yield or not as their temperament impels them when they read these verses from *The Freeman* (New York). The author here is pitiless, but the modern Ulysses may decide the adventure well lost if it but inspires to the effort:

TELEMACHUS MUSES

By Maxwell Anderson

Low in the vale
The haze is hanging;
Green-bright the ocean
Glints and sinks;
With undimmed eyes
I guess on the mountain
The ghost of the storm-cloud,
The wraith of the rain.

Down from his crags
The old Ulysses—
Young with the fever
Of age in his blood—
Calls his kings
To the rotten galley;
The madmen follow,
The madman leads.

Dreams are theirs
Of a far adventure;
New Circe's island
And Cyclops's cave;
They have seen death striding
Across their winters;
The flame within them
Gutters and leaps.

Silent, they pass
To the dun-sailed ships,
Bent, white-bearded,
With unfleshed arms:
They seek more life,
But the deep will take them
With storm-clouds rising,
With rain and wind.

Here is something to sing. Stevenson might have liked to troll it, except that he would have been fearsome of so venturous a lady. *Contemporary Verse* presents it:

PIRATE TREASURE

By Abbie Farwell Brown

A lady loved a swaggering rover;
The seven salt seas he voyaged over,
Bragged of a hoard none could discover,
Hey! Jolly Roger, O.

She bloomed in a mansion dull and stately,
And as to Meeting she walked sedately,
From the tail of her eye she liked him greatly,
Hey! Jolly Roger, O.

Rings in his ears and a red sash wore he,
He sang her a song and he told her a story;
"I'll make ye Queen of the Ocean!" swore he,
Hey! Jolly Roger, O.

She crept from bed by her sleeping sister;
By the old gray mill he met and kissed her.
Blue day dawned before they missed her,
Hey! Jolly Roger, O.

And while they prayed her out of Meeting,
Her wild little heart with bliss was beating,
As seaward went the lugger fleeting,
Hey! Jolly Roger, O.

Choose in haste and repent at leisure;
A buccaneer life is not all pleasure.
He set her ashore with a little treasure,
Hey! Jolly Roger, O.

Off he sailed where waves were dashing,
Knives were gleaming, cutlasses clashing,
And a ship on jagged rocks went crashing,
Hey! Jolly Roger, O.

Over his bones the tides are sweeping;
The only trace of the rover sleeping
Is what he left in the lady's keeping,
Hey! Jolly Roger, O.

Two hundred years is his name unspoken,
The secret of his hoard unbroken;
But a black-browed race wears the pirate's token,
Hey! Jolly Roger, O.

Sea-blue eyes that gleam and glisten,
Lips that sing—and you like to listen—
A swaggering song. It might be this one:
"Hey! Jolly Roger, O."

Two poems in the November *Harper's* mark the "literary" trend in many modern verse-writers. It is away from life. The first, a sonnet, has a final line that strkes a sharp blow to the pride of certain new rich:

PURCHASE

(Certain letters written by Lorenzo de' Medici are sold at auction)

By Hortense Flexner

They shall come in and chat, their purses hid,
The men who hold rare things and gently smile,
They shall disturb frail, musty sheets and bid
A fortune for this letter or gray file
Of parchment, nobly written by the hand
That loved to gleam in gems and curious rings,
Point out a man for death—give castles, land,
Or rest on ermined shoulders of tall kings,
And through the room, as from an unsealed urn,
Shadows will drift, faint shapes of Florence—dead,
Born of these records men shall lift and turn,
Knowing as he, who gave the artists bread
For white madonnas, saints, God's cloudy throne,
A man may buy what he can never own!

If it is a literary puzzle that the second of these *Harper* poems sets, an evening game may be made of the effort of guessing:

MAGIC

By Ben Ray Redman

This volume that I hold between my hands
Contains the life-breath of a man;
Between these plain black covers lie compressed
The crowding dreams, the visions half exprest,
Of one who lived with thoughtful, searching eyes,
Looked lovingly on things and men,
And found a constant sweet surprize
In all he met, and with a pen,
Touched with the loveliness of his own soul,
Wrote down the beauty that he saw,
And found in mar and flaw
A soft significance,
And in the broken part
The image of the whole.

A child at play with restless hands,
Soft music floating on a river breeze,
The touch of silk, the interwoven strands
Of storied fabrics out of Eastern lands,
Wet grass and flowers—such things as these
Awoke his fancy, stirred to song
The latent music richly stored
Within himself—to hidden harmony
Awoke some vibrant chord.

Sweet singer of the winding lanes,
Of low-thatched roof and curling smoke,
Of peasants, laughing at their humble toil,
Of well-cut lawns, of gay and lordly folk
Lolling at ease amidst a full content
Of jade and ivory from the Orient;
Singer of grape-vines in the sun,
Of books, of hedge, of flirted fan,
Of towering spires and Babel's up-piled mass,
Singer of Life, the treasure-house of man—
On these few pages you have wrought
A wizard magic for the future years.
Imprisoned here we find forever caught
Bejeweled laughter and the gold of tears.

The Triad (Sydney) presents these verses that escape the charge of doggerel by their sincerity. Their main value is in showing how such remote dominions as Australia hold their democratic independence in the same leash with their devotion to the Empire. Of course, the personality of the young man, whom America also fêted, is the leash:

SONG AT PARTING

By Ellerslie Grey

God bless the Prince of Wales!
He knows what he's about:
He doesn't lose his level head
However people shout,
He's clean and keen and straight,
He's modest (this is well),
He doesn't magnify his state
However snobs may yell.
We're not in love with kings
Now as their luster pales;
Yet shout we, with all loyal things,
God bless the Prince of Wales!

God bless the Prince of Wales,
That gracious lad and sweet!
Tho pomps and crowns may leave us cold,
Our hearts are at his feet.
He hates the sickening fuss
Of climbing oafs that crawl.
He's generally one of us,
And so, God save us all!
He'll play the royal game,
However royalty fails,
Shout, Diggers, shout withouten shame,
God bless the Prince of Wales!

God bless the Prince of Wales!
He knows well who is who.
When sycophants uncurl their tails
He does as he should do.
Son of no puling sire,
By no dry prude brought forth,
We'll love him while the South is South,
And while the North is North!
He comes, well tried by proper tests,
Triumphant from the scales.
Humbly we bow to Thy behests,
God.—Bless the Prince of Wales!

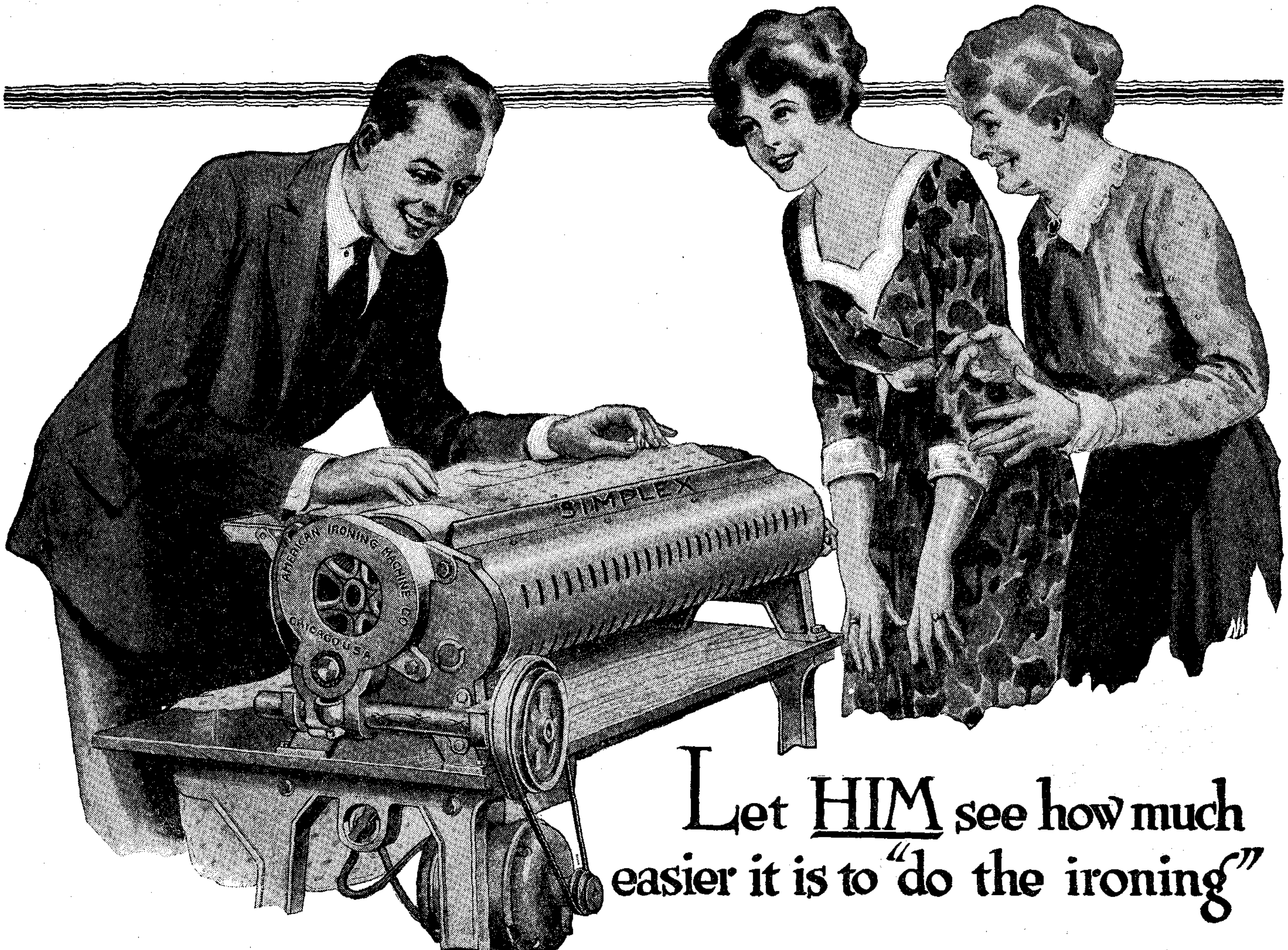
The seventeenth century breathes now and again in antipodean verse, and never perhaps more delightfully than in the few lines here given from the Sydney *Bulletin:*

TO HIS LADY, THAT SHE SHOULD NOT BE SO PROUD

By Jean Curlewis

Oh, when you walk, no lady walks beside you
One-half so tall in loveliness, nor yet so proud and rare.
Oh, when you talk, no woman may deride you
With more of music in her lips, nor magic in her hair.

But a tall ship, a tall ship, is a hundred times more fair,
And could I see a tall ship, I should no longer care.



Let HIM see how much easier it is to "do the ironing"

Men Should Take a Greater Interest in the Methods of Modern Housekeeping

As a rule, the average husband or son would hesitate at being "drafted" for home-ironing duty.

But 'tis a fact that there are thousands of "good fellows" all over this land in homes possessing a Simplex Ironer who, *in an emergency*, are glad to help out with the ironing. The comfort and ease with which the ironing can be done appeals to every practical woman.

The mechanical simplicity and labor-saving possibilities of the Simplex appeal to the man. Wherever both husband and wife co-operate, the Simplex is sure to be chosen.

A whole family ironing can be done in one hour on the Simplex at a cost of a few cents for fuel.

Operated by electricity, and heated by gas, gasoline or electricity.

What you can iron on the Simplex

- Aprons
- Curtains
- Lingerie
- Soft Shirts
- Napkins
- Doilies
- Soft Collars
- Children's Dresses
- Table Cloths
- Centerpieces
- Dresser Scarfs
- Sheets
- Bed Spreads

Send for our illustrated booklet

Leading household appliance dealers everywhere demonstrate and sell the Simplex

American Ironing Machine Company, 506-168 N. Michigan Ave., Chicago
Factories at Algonquin, Illinois
Eastern Sales Office: 70 W. 45th St., New York City. Pacific Coast Sales Office: 431 Sutter St., San Francisco, Cal.

We also make Ironing Machines and Laundry Equipment for laundries, hotels, institutions and factories

SIMPLEX IRONER

"THE BEST IRONER"

It is a mark of intelligent housekeeping to possess a SIMPLEX IRONER

YOUNG · AMERICA'S · BETTER · ENGLISH · WEEK

Prepared especially for School Use in observance of American Speech Week

WATCH YOUR SPEECH!

BETTER-ENGLISH WEEK is at hand once more, with its slogans, its pageants and charades, its tags and posters, and, finally, its vows. Between November 1 and November 8 thousands of American school children will sign pledges more or less resembling the one made famous last year in Detroit: "I love the United States of America, I love my country's flag, I love my country's language. I promise:

"1. That I will not dishonor my country's speech by leaving off the last syllables of words;

"2. That I will say a good American 'yes' and 'no' instead of an Indian grunt 'umhum' and 'nup um' or a foreign 'ya' or 'yeh' and 'nope';

"3. That I will improve American speech by enunciating distinctly and by speaking pleasantly and sincerely;

"4. That I will try to make my country's language beautiful for the many boys and girls of foreign nations who come here to live;

"5. That I will learn to articulate correctly one word a day for one year."

The origin and general aim of Better-English Week are impressively set forth in a circular issued for the State of Michigan, Department of Public Instruction, by Mr. Thomas E. Johnson, who declares, "English is not well spoken in America. High-school boys and girls, college students, and professional people, all of whom have had training in English, are exceedingly lax in their speech habits. It was for the purpose of interesting Americans in 'conserving our melodious English tongue and improving our speech manners' that the National Council of Teachers of English organized a committee—known as the Committee on American Speech—early in 1915." Better-English Week is their work—a most practical work—as practical as it is idealistic and cultural.

For, as Mr. H. Addington Bruce points out convincingly, "men and women who use words carelessly are at a disadvantage both in business and in social intercourse. No matter how able they may be, they are sure to be underestimated by others. Husky speech, lisping speech, blurring speech, word-clipping speech, ungrammatical speech are real handicaps. There are men to-day in inferior positions who long ago would have commanded good salaries if they had only taken the trouble to overcome remediable speech defects." Strange, how careful people are about dress—how sure that dignity and good taste in dress help to make one's success in getting on in the world—and at the same time how careless these same people are about speech, which is the dress of the mind!

Indeed, it is even more than that. We think in words. A small vocabulary means also a small range of thought. Slovenliness in speech reflects itself in slovenliness of thinking. The case was admirably put by the writer who said, without overstating matters in the least, "Realize the importance to you—for its effect on your mental development—of an accurate knowledge of the meaning and use of words and of the possession of a large vocabulary. Words are necessary aids for considering and solving mental problems, and the more right words you have to call things by, the more competent you are to consider those things. Word-building is inseparably connected with thought-building." A slogan for use during Better-English Week sums this up epigrammatically in the words, "Better speech, better thoughts."

How, then, are we to acquire a large vocabulary? First of all, by banishing slang, which, instead of being an aid to clear and effective speech, and therefore to clear and effective thinking, is generally a substitute for the one and a preventive of the other. The Do Without Club, of Detroit, agrees to abolish one slang phrase each week—such, for example, as, "Say, listen," "What do you know about that?" "Where do you get that stuff?" "I'll say so," "Nothing doing," "You said something," etc., etc. Thrown back upon the resources of their own vocabularies, people who forswear slang are forced to use their wits in finding words with which to express themselves. That benefits their wits. Meanwhile it enlarges their vocabularies—or at all events it enlarges what we may term their active vocabularies.

For each of us has two vocabularies. One is passive, merely. It consists of words we understand, but never use. Out of that passive vocabulary come recruits for the array of words we can call into active service when needed. And there are other ways besides abolishing slang for recruiting one's active vocabulary. Try abolishing stock phrases—such, for example, as "the acid test," "one-hundred-per-cent. red-blooded," "absolutely," and their ilk—and make your own instead. Try writing verse: in order to secure rime and meter you will be forced to employ words you commonly leave inactive. Try turning a foreign language into English: by finding words in which to clothe the foreigner's thought, you will have added to your own supply of active words. Try the dictionary: whenever a word puzzles you, whether as to its meaning or its origin or its pronunciation, jot it down; when you have six or seven on your list, go to the dictionary and look them up. Because you do it inquisitively, with interest wide-awake, the new knowledge will be lasting, and many of the words you thus investigate will become a part of your every-day speech. Meanwhile, try reading good authors aloud. Words you read aloud tend to make themselves yours. The tongue gets accustomed to them. The mind unconsciously adopts them.

Now, the more your vocabulary enriches itself, the less you are tempted to use slang, for there is an infinitely more vigorous and amusing range of expression at your command than even the most enticing slang affords. Your speech has originality and freshness and sparkle, whereas slang chokes originality and is wearisome at best, and, if there was novelty in a slang phrase once, soon becomes as cut and dried and flavorless, in its way, as a State document.

But vocabulary is not everything. During Better-English Week the schools lay a deserved emphasis upon grammar and enunciation. It is high time. In our so-called grammar schools one hears astounding examples of bad grammar—"I ain't," "I seen," "Him an' me done it," "He don't," and plenty more. Thanks to the new movement for Better English, one school has now its "Ain'tless Week." Others inscribe the too frequent violations of good grammar on a shield and hang the shield where all can see it. Still other schools attack slovenly enunciation by exhibiting a poster with the legend, "Have You a Speaking Acquaintance with Final G's?" And everywhere there is a conviction that what is accomplished in the classroom will yield large and important results outside the classroom. Far from being a mere academic affair, Better-English Week is a community affair—and a community affair in the broadest, most comprehensive sense. Says a well-known educator: "We talk 'by ear.' Don't expect rules of grammar to do it all. We tend to speak as our community speaks. That is why community methods must be used. How can we raise the speech level of the community? The community can be reached through the school."

The community—in the broadest and most comprehensive sense of the term, America at large—has much to its credit as regards speech. At least, we can all understand one another, ordinarily, whereas in France a peasant from the Northwest is unable to make himself intelligible in Paris, and a Parisian ambitious to master the language of the Southeast is in for a year or so of arduous study. Even England has its dialects, terrifying to the outsider, baffling to the natives. In a railway-carriage in the North of England, so a traveler reports, an Englishman kept repeating anxiously, "Mun Ah gon oot? Mun Ah gon oot?" As no one could guess that he meant, "Must I get out?" he was carried past his station.

Here and there, it is true, certain localisms surprize the traveler in America. He is perplexed when he first hears a New England farmer speak of a "hoss an' team"—the "team" being the "rig." Down South he finds people saying "Good evening" at two in the afternoon. In the highlands of Appalachia he is bidden to "wait on the table"—*i.e.*, say grace. Yet few indeed are these oddities of local usage, and if we have our dialects—remarkably picturesque, some of them—they are seldom incomprehensible. No other vast area of the earth's surface, anywhere, enjoys so nearly uniform a language as ours.

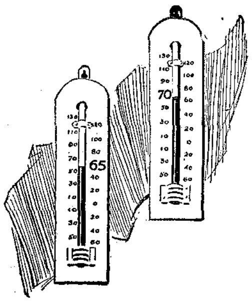
Nevertheless, our speech is slovenly as regards choice of words, as regards pronunciation, as regards enunciation, as regards grammatical construction, and especially as regards voice production. We talk "through our noses." We talk in our throats. The majority of us, instead of talking with our lips, merely talk through them.

It is doubtful if nasal speech can be greatly improved without medical treatment. It is a result, largely, of a thickening of the nasal membranes, which in turn is largely a result of climate.

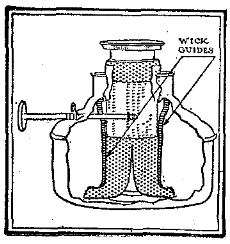
(*Continued on page* 116)

You never waste heat

If it's produced right on the spot



Why have the temperature of all the rooms the same? Use your furnace or base-burner to keep all rooms and halls at a moderate heat. Then use the Perfection Heater to raise it to 70° or 72° in the room or rooms you actually occupy. Health and economy combined.



Only the Perfection Oil Heater has wick guides—a special patented feature that insures *longer* wick life and less frequent filling. The guides hold the wick in the oil clear down to the bottom of the reservoir.

YOU would consider it a great waste to burn a *light* in every room in the house at the same time, wouldn't you? Likewise it's a waste to fully *heat* every room in the house at the same time. The simple fact that so many people are discovering is this: There is a proper use for general heat and a proper use for local, selective heat—heat produced on the spot.

Keep Warm and Keep Well

Plenty of comfortable warmth is necessary in a house to prevent the colds and chills that lead to more serious sickness. But at the same time stuffy overheating must be avoided and that is just what often results when you try to keep a fire big enough to heat every room up to a temperature of 70° or 72°. So it will be seen that both health and economy point to a more scientific use of heat. And the Perfection Oil Heater is the up-to-date way to get scientific heating.

10 Hours of Heat on a Gallon of Kerosene Oil

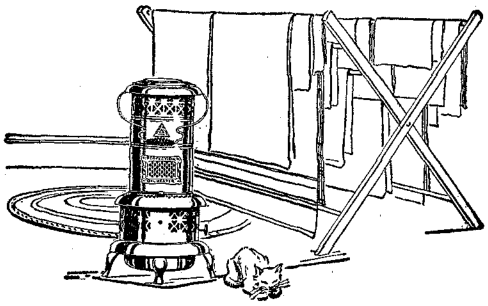
The Perfection Oil Heater will burn for about 10 hours on a gallon of kerosene oil. It is clean and weighs only a few pounds, so it can be carried wherever local comfort heat is needed. The Perfection is strong and well-made; and its cheerful glow makes it as homelike as it is efficient. It has many uses besides room-heating—drying of clothes indoors, heating of shaving water, etc. All in all, it is indispensable throughout the house for fall and spring and in the dead of winter, too.

Protect Against Fuel Shortage

Four million Perfection Heaters are now in use and are protecting thousands of homes daily against the perils of a fuel shortage. Buy your Perfection now and end all fuel worries.

Your Dealer Will Supply You

Perfection Heaters are sold by progressive hardware, housefurnishing and department stores. Ask your dealer to show you Perfection models handsomely finished in blue or black, or write to us for booklet, "Warm Rays for Cold Days".



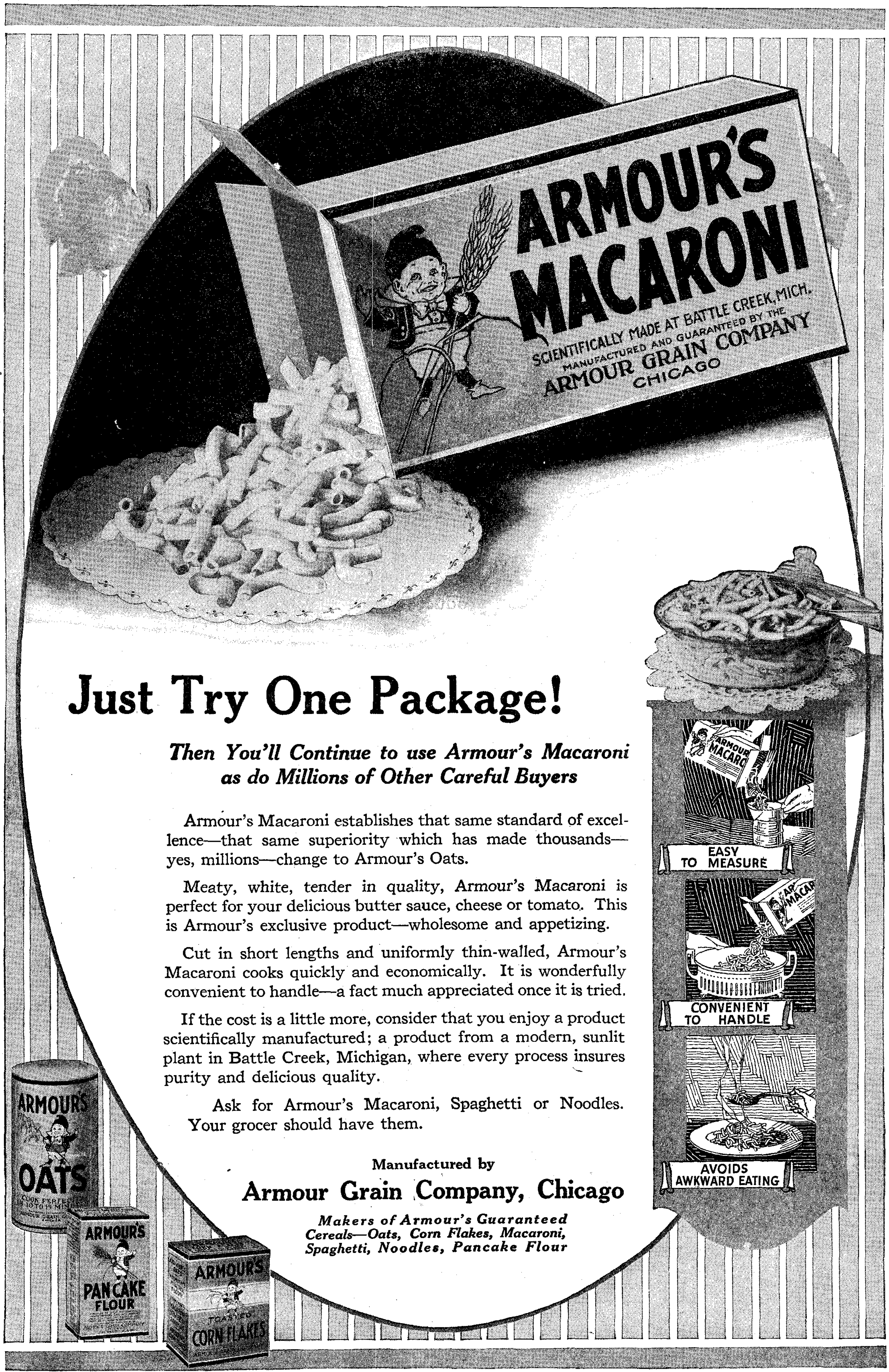
PERFECTION *Oil Heaters*

Made by
THE CLEVELAND
METAL PRODUCTS CO
7463 PLATT AVE. CLEVELAND, OHIO.
Made in Canada by
THE PERFECTION STOVE CO. LTD., SARNIA.

HOUSEHOLD CMP PRODUCTS

Branches in Principal Cities

Also makers of
NEW PERFECTION
Oil Cook Stoves, Ovens, Cabinets, Water Heaters and ALADDIN
Cooking Utensils.


ARMOUR'S MACARONI
SCIENTIFICALLY MADE AT BATTLE CREEK, MICH.
MANUFACTURED AND GUARANTEED BY THE
ARMOUR GRAIN COMPANY
CHICAGO
EASY TO MEASURE
CONVENIENT TO HANDLE
AVOIDS AWKWARD EATING
ARMOUR'S OATS
ARMOUR'S PAN CAKE FLOUR
ARMOUR'S TOASTED CORN FLAKES

Just Try One Package!

Then You'll Continue to use Armour's Macaroni as do Millions of Other Careful Buyers

Armour's Macaroni establishes that same standard of excellence—that same superiority which has made thousands—yes, millions—change to Armour's Oats.

Meaty, white, tender in quality, Armour's Macaroni is perfect for your delicious butter sauce, cheese or tomato. This is Armour's exclusive product—wholesome and appetizing.

Cut in short lengths and uniformly thin-walled, Armour's Macaroni cooks quickly and economically. It is wonderfully convenient to handle—a fact much appreciated once it is tried.

If the cost is a little more, consider that you enjoy a product scientifically manufactured; a product from a modern, sunlit plant in Battle Creek, Michigan, where every process insures purity and delicious quality.

Ask for Armour's Macaroni, Spaghetti or Noodles. Your grocer should have them.

Manufactured by

Armour Grain Company, Chicago

Makers of Armour's Guaranteed Cereals—Oats, Corn Flakes, Macaroni, Spaghetti, Noodles, Pancake Flour

WORLD-WIDE-TRADE-FACTS

FRENCH COLONIES ARE SECOND ONLY TO BRITAIN'S

(French Commission, New York)

A SURVEY just completed of French colonial possessions and dependencies shows that in the wealth of resources they are second only to the British colonial empire.

Algeria is regarded as a part of France; Tunis and Morocco are attached to the Ministry of Foreign Affairs.

The colonies and dependencies of France, including Algeria and Tunis, have an area estimated at about 4,000,000 square miles with a population of about 50,500,000.

The total exports of the colonies (excepting Algeria and Tunis) for 1917 were valued at 1,108,000,000 francs, the imports at 1,118,000,000 francs.

Exports from the French colonies have greatly increased since 1914. From 1914 to 1917 Indo-China exports increased 25 per cent., Madagascar's, 100 per cent., and Western Africa's, 50 per cent. This was done in spite of the universal shortage of tonnage.

The French colonies, not including Algeria and Tunis, are capable of exporting 2,000,000 tons of foodstuffs annually. They can also furnish 400,000 tons of fats (peanuts and palm-oil, etc.) for exportation and such raw materials for industries as rubber, cotton, hides, tanning-bark, raffia, etc., to the extent of 55,000 tons annually, and 1,000,000 tons of minerals. In 1917 the colonies exported 242,186 tons of phosphate, 785,805 tons of iron ore, and 15,749 tons of other minerals. One million cubic meters of timber are cut annually in these colonies. When the lumber industry is more fully developed France will have an almost unlimited supply of timber of all grades.

In order that France may take full advantage of the wealth-producing assets of her colonies, the Minister of Colonies has recently outlined to the French Chamber of Deputies a program for the development of their resources.

AREA OF ALGERIA EXCEEDS THAT OF FRANCE

Algeria has a population, according to the census of 1911, of 5,492,569, of which 752,043 were Europeans. It covers an area of 222,180 square miles. Many excellent roads have been built by the Government. The national roads have a length of 3,310 miles. On January 1, 1919, 2,203 miles of railway were open for traffic. Oranges, dates, mandarines, bananas, figs, and other fruits grow abundantly. Algeria possesses iron, zinc, lead, mercury, copper, antimony, and oil. Chief imports for 1918 were cottons, 149,786,000 francs; clothing and linen, 18,447,000 francs; skins, 28,348,000 francs; coal, sugar, and coffee. Chief exports were wines, 190,070,000 francs; fruit, 66,736,000 francs; tobacco, 55,042,000 francs; wheat, 41,139,000 francs; oats, 39,659,000 francs; barley, 32,271,000 francs; wool, 22,362,000 francs.

Algeria's total exports in 1919 are given as 1,334,000,000 francs; imports, 943,000,000 francs, an increase in exports of 558,000,000 over 1918.

Algiers is now one of the finest ports of the world, ranking second in importance as a French port from the point of view of tonnage handled.

The port of Algiers handled 475,158,000 francs' worth of merchandise for export during 1919, an increase in exports of 200,822,000 francs over the 1918 total.

The work of enlarging and improving the port interrupted by the war is now again being carried on.

TRADE OF TUNIS THRIVES UNDER FRENCH

French administration in Tunis has been confirmed by conventions with all the European Powers regulating the status and the conditions of trade of their respective citizens within the Regency. The area is about 50,000 square miles, the population about 1,940,000, the majority of which are Bedouin Arabs and Kabyles. The total imports for 1918 are valued at 207,442,575 francs. The exports for 1918, chiefly grain, marble, stone, and minerals, crude metals, oils, chemicals, wines, fruits, and seeds, were valued at 129,549,200 francs.

At the time of the French occupation the commerce of the country did not exceed 23,000,000 francs. In 1916, the importations had reached 134,000,000 and the exportations 118,000,000.

Tunis is essentially an agricultural country, and 2,800,000 hectares (about 7,000,000 acres) of its surface are cultivable.

The results of the cereal crop in 1919 are given as follows: wheat, 6,500,533 bushels; barley, 5,428,223 bushels; oats, 3,444,722 bushels.

The cork industry is important, cork-trees covering 246,000 hectares (about 600,000 acres).

The annual mineral production averages in value 30,400,000 francs.

On January 1, 1917, Tunis had 1,982 kilometers of railroad (about 1,200 miles).

Plans for the improvement of the harbors of Tunis and Sfax have been approved.

MOROCCO'S TRADE ABOVE 235,000,000 FRANCS

Morocco has an area of 231,500 square miles. Of this Spain claims about 11,000 square miles. The population of the French zone was estimated in July, 1917, at 5,400,000. The exports to France in 1918 were valued at 82,062,880; imports from France, 155,224,925 francs. The chief exports are barley, eggs, wool, beans, linseed, corn, wheat.

The spring estimate of this year's harvest valued the crops in Morocco at 1,000,000,000 francs, and it was expected that there would be a large surplus for export.

INDIA AND INDO-CHINA

As established by the treaties of 1814 and 1815, French possessions in India consist of five separate colonies with an aggregate area of 1,960 square miles. In the possessions rice, sugar, cotton, manioc, cocoa, coffee, and ground nuts are grown. There are cotton-mills with 171,213 spindles and oil-factories for pressing oil from ground nuts. The principal exports from Pondicherry, the chief possession, are oil-seeds.

French Indo-China has an area of about 321,000 square miles and a population of about 17,000,000, of whom 23,700 (excluding military forces) were European at the last census (1914). The territory tributary to Saigon is almost entirely agricultural, being one of the great rice regions of the world. The region tributary to Haifong (Tonkin) is devoted to agriculture, mining, and manufacture; Central Annam's chief exports are cinnamon, sugar, and tea. The minerals of Indo-China are coal (636,000 tons in 1918), lignite, wolfram, tin, and zinc. In 1917 the total imports amounted to 373,555,560 francs and exports to 430,200,036 francs.

FRENCH EQUATORIAL AFRICA

French Equatorial Africa has an area of 875,000 square miles and a population of about 7,000,000 negroes and other races.

The resources of the territory are quite undeveloped. There are about 30,000 square miles of tropical forest containing wood of industrial value. Rubber is the most important export. Palm-oil is also exported. Coffee is cultivated. There are large numbers of cattle, sheep, asses, camels, horses, and ostriches, but there are no facilities at present for export.

COMMERCE OF MADAGASCAR MORE THAN DOUBLED

Madagascar, an island on the southeast coast of Africa, which has been under the protectorate of the French Government since 1885, was definitely declared to be a French colony in 1896. Under French administration it has shown a rapid trade development. Its total commerce, which amounted to 92,299,253 francs in 1911, had increased to 222,978,558 francs in 1917.

While the forests of Madagascar, which cover 20 per cent. of its entire area, constitute probably its chief wealth, the island is also rich in minerals, including coal, iron, lead, copper, zinc, gold, and precious stones.

The island has an area of 228,000 square miles. On January 1, 1917, there were 2,634,410 acres under cultivation by natives and 257,343 acres by Europeans. The chief products are rice, sugar, coffee, manioc, cotton, cocoa, vanilla, tobacco, butter-beans, cloves, mulberry-trees, and rubber. Valuable woods and plants for textile, tanning, dyeing, and medicinal purposes abound. On December 31, 1917, there were on the island 7,144,634 cattle. The preparation of sugar, rice, soap, tapioca, etc., is being undertaken by Europeans. There are large meat-preserving stations at several points.

Réunion, which has belonged to France since 1643, is an island

(*Continued on page* 129)

PERSONAL · GLIMPSES

WITTE, THE ROOSEVELT OF MODERN RUSSIA

SERGIUS WITTE, THAT "ROOSEVELT OF RUSSIA" who struggled to democratize the Empire until he was overwhelmed by the autocratic reaction which led inevitably to the Bolshevism of to-day, left a diary which has lately come into the hands of American publishers. It has been translated, in compliance with his own request that this should be done upon his death, and its publication is begun in the current issue of *The World's Work*. However important its contribution may be to Russian and world history, the revelation which it contains of the character and ideals of this "strong man of Russia," a giant both in physique and intellectual capacity, brings into the foreground one of the most striking personalities in recent history. His life "reads like the familiar literature of American 'self-made men,'" writes French Strother, managing editor of *The World's Work*, in an introduction to the memoirs. Witte's father was a descendant of Hollanders who migrated to Russia. The son, both in his physiognomy and in his devotion to orderly freedom, suggests his closeness to the land of his forefathers, from which America drew so many of its ideals of civil and religious liberty. On his mother's side, he was a descendant of the Dolgorukis, one of the most famous of the princely families that built the Muscovite Kingdom, which grew into the Russian Empire. Witte was born in 1849. His life-story, as Mr. Strother sums it up—

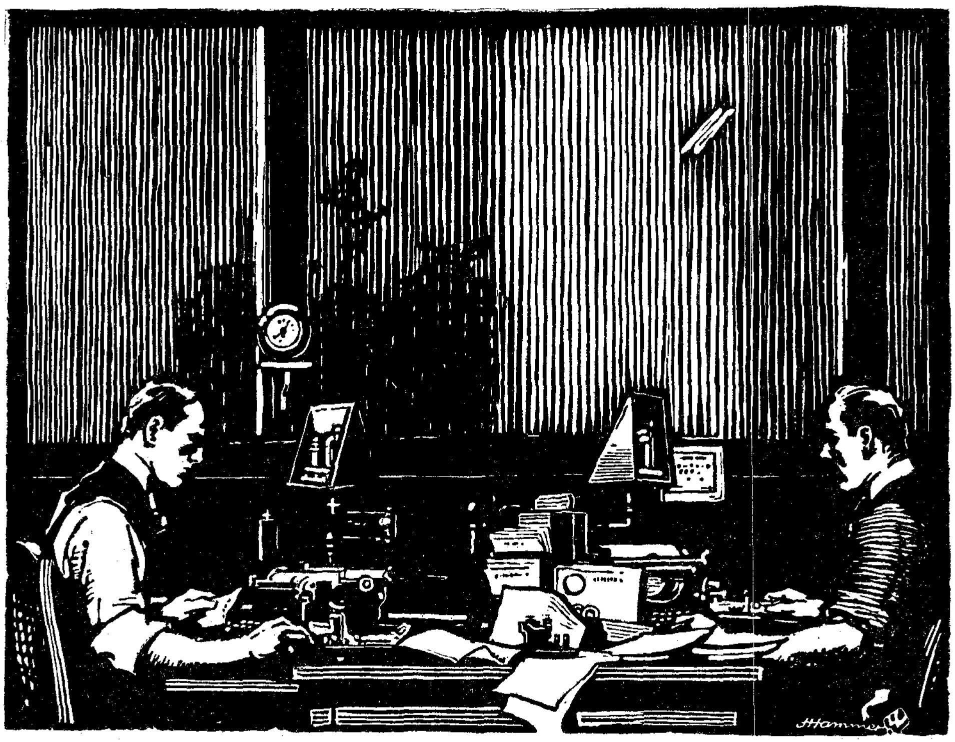
THE "RUSSIAN ROOSEVELT" WITH THE AMERICAN ORIGINAL.

Count Witte, the huge Dutch-Russian railway-builder and statesman; "his burly frame, bristling with energy," is shown at the extreme left of this photograph, taken at the time of his diplomatic victory over Japan at the Portsmouth Conference.

> Is the story of a boy who was born in relative obscurity in a picturesque frontier town in the Southwest, but who "went North" and became one of the most powerful statesmen of history—the friend and counselor of Kings and Presidents. The part he played in the world has prodigiously affected the course of history and the destiny of one-third of the human race. No story could be more characteristically American in its record of the rapid rise to fame and power of this boy whose only capital was his energy and his brains and his indomitable courage.
>
> But Fate played a strange trick on this boy, with his American qualities and his American type of success. She gave him a Russian name—Sergius Witte—and she started him in life at Tiflis, south of the Caucasus Mountains, in the "Great Southwest" of the Russian Empire. Instead of giving him the free field of American opportunity in which to exhibit his genius, she placed him in a frontier outpost of a medieval, semibarbaric, half-oriental empire, and among a people drugged with centuries of ignorance and fettered by the chains of an age-old autocracy. But his American qualities drove him upward through every barrier of birth and caste and bureaucratic opposition, until he revolutionized his country industrially and politically—gave it first its great system of railroads, gave it next a great system of manufacturing enterprises, and gave it finally a new system of government and its first guaranty of liberty under a written constitution.
>
> Sergius Witte was Minister of Finances: he dealt in person for his country with the German Kaiser, with the President of France, with President Roosevelt. He visited America and became a friend of J. P. Morgan and of Jacob H. Schiff. He made the Peace of Portsmouth with the Japanese, and won one of the great diplomatic victories of modern times over Count Komura, the Japanese plenipotentiary. He became Premier of Russia in 1905, when the first revolution threatened the overthrow of the Romanofs; and for six months he held, at the wish of the Czar, the Imperial power itself. He wrote the first Constitution of Russia with his own hands, thereby giving to one-tenth of the people of the world their first taste of freedom.

Three men of Witte's generation are called "the soul of Russia." To quote Mr. Strother's vivid and picturesque analysis:

> They were the Czar, Witte, and Pobiedonostzev. Through these three men, so utterly diverse in character, ran all the currents of the national life, and in their persons was fought out; at the top, the issue of life and death for the Russian people. The Czar personified Russia: Witte and Pobiedonostzev were his good and evil geniuses. First one and then the other held his favor, swayed his emotions or his reason, and guided his acts toward safety or destruction. Witte was the prophet of progress; Pobiedonostzev was the high-priest of reaction. Witte was the fiery builder of the future: Pobiedonostzev was the icy caretaker of the past. Picture the two men:
>
> Witte was the Roosevelt of Russia. His burly frame was alive with energy; he gave off the stimulating sense of power which is characteristic of great leaders. Like Roosevelt, he had his big visions of his country's destiny, his dreams of her greatness, and his ideals of her future, but both men acted from right impulse rather than from an ordered philosophy of government. Like Roosevelt, he was above all a man of action. He saw Russia's needs, and he plunged headlong to achieve their remedy. He saw his country sectionalized and poverty-stricken for lack of means of communication—and he built thirty thousand miles of railroad, and as many of telegraphs, to bind it together in spirit and to give its people access to the markets and the thought of the world. He saw his country three centuries behind the times in industry, and threatened with economic and political death at the hands of Germany—and he threw up a tariff wall against the oncoming tide, and behind this dike he built Russian manufactories



STEEL
SERVICE

On direct wires comes an order from Nogales, Arizona, for tank plates that must go to a mining camp in Mexico. By wire is flashed the need of a manufacturer in Kokomo for cold-rolled bars of certain size.

A man in Salt Lake City requires circles of particular thickness and diameter; from Toronto a query for a car of flats.

These from a thousand odd orders of a single day. Some can be filled at once; in others conditions spell delay. But in most instances where speed is essential, our large stocks of steel, our various points of distribution and our systems of delivery unite to make Ryerson steel service an influence in the placing of orders.

JOSEPH·T·RYERSON & SON

CHICAGO ST. LOUIS DETROIT BUFFALO NEW YORK so that he might free Russia from the impending flood of German products, with its implication of German control of Russia. He saw his country stifled in thought, frozen in initiative, and broken in spirit under an autocracy entrenched behind bureaucrats and guarded by bayonets—and he fought for liberty against a ruler who hated him and a court that despised him and liberals who distrusted him, until he won for his people a constitution that promised the ultimate downfall of the monarchy.

Pobiedonostzev was the Mephistopheles of Russia. His lean, cold, wrinkled, bloodless face was the mask behind which worked the clearest, coldest, most perverted intellect of his country. Pobiedonostzev had been a liberal when he was a young man, with the most brilliant future before him of any lawyer in Russia. But he came early to the choice of good and evil: to use his extraordinary gifts for the advancement of Russia, or for the advancement of himself. He chose the broad and easy way. From being a liberal he became the cynical apologist of autocracy, the tutor and then the dark shadow of the Czar. He saw Russia ignorant, brutalized, superstitious—and declared it the will of God. He saw his country suffering under a medieval tyranny which made 170,000,000 people the wretched foundation for the prodigal splendor and profligate pleasure of a few chosen thousands—and he declared its government to be the best of all governments in the best of all worlds. He saw his country three centuries behind the march of human progress—and piously declared it to be the sanctuary of the One True Faith, and the exemplar of a divinely ordered structure of society. Pobiedonostzev was against all change. His cure for the evils of autocracy was more autocracy. His remedy for social unrest was more bayonets. His prescription for the ills of ignorance was fewer schools and more prayers. Ideal Russia, as he conceived it, was a God-ordained tyrant, a Czar-chosen bureaucracy, a state church which copied its conscience from the authority at the top, and a vast people frozen to their soil and their ancient status like particles of sand frozen within a glacier.

The Czar was Russia itself. He was its intelligence and its wavering spirit; its vast power and its inability to use power effectively; its religious fervor and its impractical mysticism; its splendor and its squalor; its occidental surface over its oriental substance. Driven by the spirit of Witte, and dragged by the spirit of Pobiedonostzev, he inclined now toward the future and now toward the past. Irresolute, he fell at last into the pit between the two, and with him Russia plunged to the depths.

Witte, alone of the three, left his records behind. In the nature of things, they picture this colossal struggle in Russia from his own point of view; but that is the point of view most intelligible to Western peoples, and his picture makes plain at last why Nicholas fell, and why Russia to-day is finding its way through blood and misery to a new birth of national life.

REACTION INCARNATE.

Pobiedonostzev, called "the evil genius of Russia," whose remedy for autocracy was more autocracy, who represented conservative forces in Russia, as Witte represented those looking toward a more liberal future.

Sergius Witte's early life in Tiflis did not promise great things for him. His father was prosperous, but undistinguished. Mr. Strother's brief biography continues:

One of the few contacts with the great world outside his home town which Witte experienced as a boy was when the family received the uncertain pleasure and very doubtful honor of visits from his cousin, the famous Madame Blavatsky, who blazed a meteoric trail of wild love-affairs across three continents and established a world-wide notoriety or fame (as one prefers) as the high priestess of theosophy in the eighteen-nineties. School did not interest him, and arithmetic was particularly uncongenial: but when he was entered at the University of Odessa he became one of its prize scholars, and when he graduated he had qualified for a professorship in mathematics!

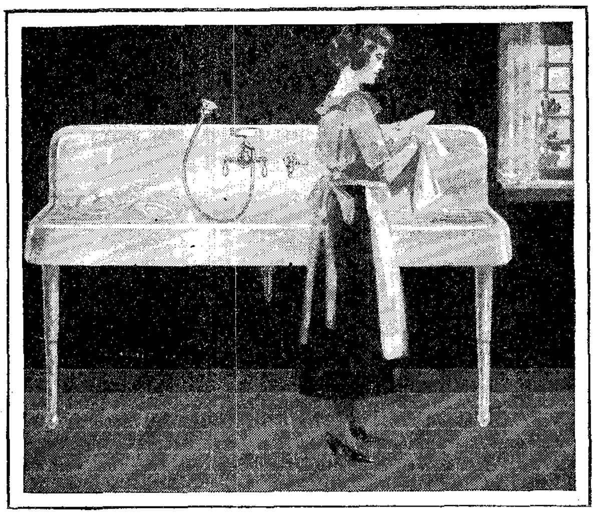
But Witte was made for a life of action, and he determined to seek an active career. He made a decision which, for a Russian, demonstrated the boldness and originality of his mind. Assured by his family connections of a respectable berth in the bureaucracy, Witte elected rather to go into the socially much lower ranks of industry. He chose the railroad business, and again showed his character by his decision to learn that business from the bottom up. He took the job of station-master at a little village north of Odessa. His abilities shot him up the ladder of promotion with amazing rapidity. In a few years he was traffic manager of the Southwestern Railroad, with a salary of $25,000 a year. One day he got orders to route the Czar's special train over his line, and was instructed to get it from one end of it to the other in a prescribed time. Witte promptly informed the Court official that the Czar might be in such a hurry as he pleased, but the speed he demanded was too great for safety, and please inform the Czar that he would not run his train that fast. There were some sharp interchanges of telegrams, but Witte had his way—and the Imperial Minister of Railways looked up the record of this decisive young man who knew his business. The result was that Witte soon left the railroad to enter the Ministry of Railways as its chief expert on tariff-making, and in a few years he became Minister himself.

At this point Witte began making history. He belonged to the type of men who led the development of our own West after the Civil War; but Fate had dropt him down, like the Connecticut Yankee at King Arthur's Court, into a country centuries behind the times, with every obstacle of superstition and ignorance against him, and only his own knowledge and vision and courage to aid him. Russia, too, was much like the United States in the sixties. Physically, the resemblance was striking, if one imagines two points of the compass reversed — imagine East become West. The equivalent of our populous and ordered Atlantic seaboard was the western Russia which adjoins Germany and Austria. Russia's New York was Moscow; its Washington was St. Petersburg; its Mississippi River was the Volga; its Great West was Siberia. Russia, too, had its hardy race of farmers needing land; and Russia had its little industries that needed nursing to become big enough to supply its need. Most of all, Russia needed railroads.

Witte built railroads. Under his vigorous hands the Trans-Siberian, which had been wandering slowly toward the Pacific, was rapidly completed and equipped. Branch lines were built north and south from it, opening rich agricultural lands and forests and mines to the eager labor of Russian emigrants. Gaps in the old system in Russia-in-Europe were closed, telegraphs were installed, and these means of communication stimulated a rich interchange of products and opened new channels of foreign trade.

From the Ministry of Railways, Witte was transferred to the Ministry of Finance. Here he instituted three measures that started for Russia a modern industrial system to balance its agricultural system and to utilize the rich resources of its mines and forests by Russian labor and Russian capital—(1) he put Russia's currency on a gold basis, (2) he adopted a protective tariff, and (3) he negotiated an immense foreign loan to provide working capital for the new industrial system. In practise, these measures produced exactly the incidental evil effects which the same measures produced in the United States—tho they undoubtedly were as necessary, and ultimately as much for the advantage of Russia as they were for the United States. The gold standard was necessary to establish indispensable credit abroad, even tho it worked temporary hardships. The tariff was necessary to stimulate home manufactures that would free Russia from the economic domination of Germany (which Witte clearly foresaw, even tho it produced at first a horde of selfish "trust magnates," who recklessly exploited labor in their new factories. The foreign loan was necessary (Witte got it in one lump, as a government enterprise, where America got it piecemeal and privately, as witness the vast British and Dutch and Belgian holdings in American railroads, etc., when the war came in 1914) to provide working capital for industrial development, even tho it involved Russia politically in foreign countries.

These three measures made Witte one of the great figures in European affairs. His tariff provoked bitter reprisals from Germany, and in order to make effective this necessary internal measure, with its internal benefits, Witte had to become a diplomat as well as a finance minister. This rôle led him into personal encounters with the Kaiser, who saw as plainly as Witte what Germany was about to lose in Russia, and who had no intention of giving up these profits without a struggle. Witte proved himself more than a match for Wilhelm. The Kaiser tried flattery, and failed; he tried threats, and failed;



Kohler Double Drain-board Kitchen Sink

KOHLER

PRODUCTS OF *UTILITY*

Scarcely a product of permanent use that enters the home has its utility so often demonstrated as the Kohler enameled bathtub, lavatory, kitchen sink.

From the day of installation, on through the years, Kohler enameled plumbing ware is put to daily use—for the refreshing plunge, for the washing of hands and face, for the sanitation which accompanies the preparation of food for the table.

Here at Kohler we recognize the place of our products in the home and so fashion and build them that they shall reflect not only this utility, but beauty and durability as well.

And as a lasting seal of our good faith we incorporate, faintly but permanently, in the enduring, glistening, snow-white enamel, the word "Kohler"—a guarantee of goodness.

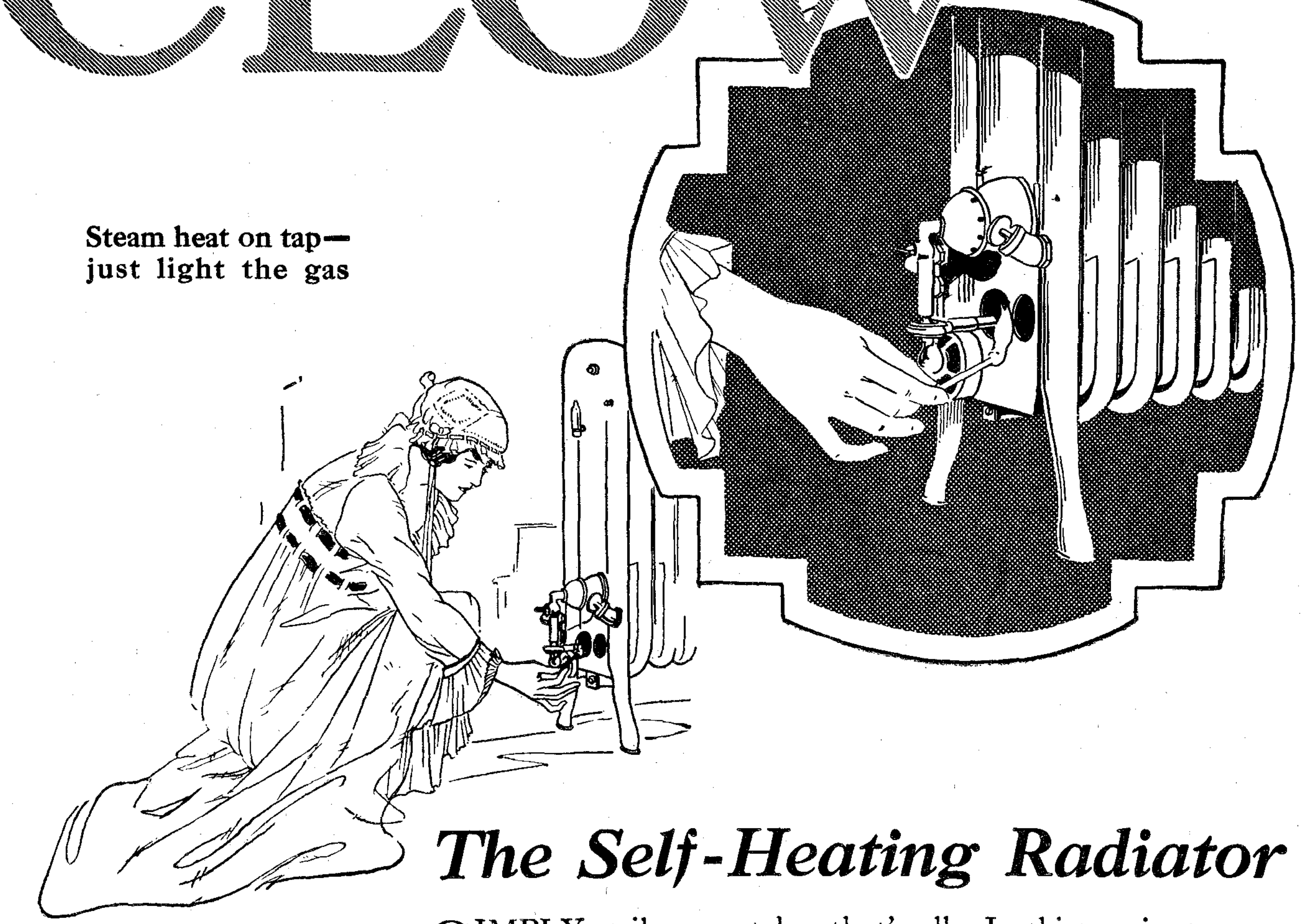
KOHLER OF KOHLER

Kohler Co., *Founded 1873,* Kohler, Wisconsin
Shipping Point, Sheboygan, Wisconsin
BRANCHES IN PRINCIPAL CITIES

MANUFACTURERS OF ENAMELED PLUMBING WARE AND KOHLER AUTOMATIC POWER AND LIGHT 110 VOLT D. C.

CLOW

Steam heat on tap—
just light the gas



The Self-Heating Radiator

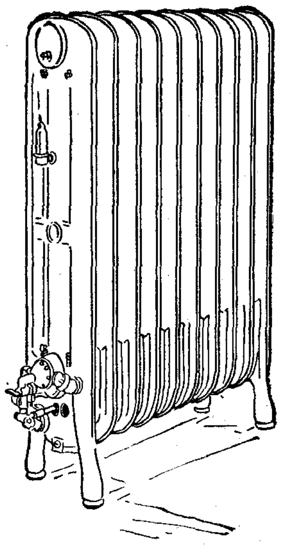
SIMPLY strike a match—that's all. In thirty minutes you have a five-pound steam pressure in your GASTEAM radiator. After that the radiator runs itself. No further attention is necessary until spring.

Coal, ashes, boiler, complicated piping, and the drudgery of caring for a heating plant—all are eliminated. The Bunsen burner at the base of the radiator burns with a smokeless blue flame. Steam is quickly generated right in the room where heat is desired.

When the temperature has been raised to the desired point, the gas is *automatically* turned down and regulated so as to maintain an even temperature.

Each GASTEAM radiator is an independent heating plant. When you want heat in a given room, just touch a match to the radiator in that room; it will do the rest itself. Thus you burn only as much fuel as is required to maintain an even heat *when* and *where* it is needed.

Steam Heat Without Coal



Write for more detailed information

JAMES B. CLOW & SONS
General Offices: 534-546 S. Franklin St.
CHICAGO
Branch offices in principal cities

"*Automatic Heat* Gasteam"

he went behind Witte's back to the Czar, and succeeded—until Witte found it out and forced the Czar to recant a secret treaty which Wilhelm had cajoled from him. This duel with the Kaiser covered many years and many fields. It was fought in the open at Berlin and St. Petersburg; it was fought under cover at Paris and Algeciras, at London and New York. The annoyance it caused the Kaiser is plainly revealed in the second "Willy-Nicky" series of letters, lately published, which contains many letters from Wilhelm to Nicholas in which he complains of Witte and tries to undermine his influence. Witte won. And in winning, he had to learn to be as much at home with every chancellery of Europe as he was at his office in St. Petersburg.

The Russia that was is already fading into the shadows of the past. Mr. Strother recalls glimpses of it as it appears, and will endure, in the history of which Count Witte's Memoirs are a part:

> A Czar who believed himself ordained of God to exercise unlimited authority; who dreamed piously one moment of a world court that should bring the blessing of peace to the whole world, but who callously ordered, the next moment, the massacre of a thousand of his own helpless subjects; a Czar who feared to meet his German cousin because he knew that his will was too weak to withstand the Kaiser's, but who believed unhesitatingly that his will was enough to frighten Japan out of a war; a Czar who profest himself the sole defender of the true Christian faith, but who lied and evaded and intrigued like a son of Judas; the led creature of a dominating wife; the dupe of cunning courtiers; the prey of religious charlatans. A Czarina who was an implacable advocate of autocracy; the most fanatical of proselytes to the most orthodox of faiths, but a childlike believer in spirit-rappings and modern miracles; driven by hysterical emotions into violent actions; the power behind the throne, who drew her political inspiration from the most reactionary dark forces of Russian life. A Court in which the cynicism of Pobiedonostzev was translated into brutal policy by Plehve and Trepov; in which two obscure Montenegrin princesses could intrigue through the Czarina to a power over state finances which could veto the acts of responsible ministers; in which Philippe, a preposterous quack from Lyons, could compel the Procurator of the Holy Synod to violate the sacred canons of the state church; in which every greedy suppliant who wished to confirm an ancient wrong that had become his established right was sure of a kindly audience, while statesmen who studied the future and demanded the redressing of the present were sure of dislike and defeat. A country in which men toiled in an ignorance calculatingly imposed upon them from above; chained to the soil but denied the ownership of it; bound to unquestioning obedience to their Government but denied all part in its decisions; taxed to the limit of endurance but having no voice in the councils that levied the taxes and spent them; driven as soldiers to wars against peoples of whose existence they had never even dreamed; their prayers for relief answered by floggings, their protests by exile, their resistance by death. Russia was the land of despair.
>
> The forces of freedom were ranged under various banners. The most powerful, with the people, were the writers—men like Gogol, Turgenef, Dostoyefsky, and Tolstoy. They were denied a free press, in which they could directly voice the people's wrongs. Hence, they turned to fiction, and in this guise they satirized the monarchy and the bureaucracy, and painted the miseries of Russian life in a way that stirred the national spirit to revolt. In practical action, this revolt took various forms—from the violent but ineffective assassinations of the terrorists to the reasoned liberal policy of Lvoff and Miliukoff, who strove to build from the natural political unit of rural zemstvos a national organization of sufficient economic and political power to force the Government to terms.
>
> These forces worked from the outside of the Government. Witte worked from within. He believed that Russia should have a representative legislature, but that it was far from ready for self-government. He would preserve the power of the Czar, but would replace the selfish nobility and bureaucracy by a Duma that should speak for the people. Then, by improving the economic structure of Russia, he would provide the people with a medium in which they could acquire experience in practical affairs and would be brought into contact with the free civilization of western Europe, so that ultimately they would achieve a full constitutional government by earning it. He fought courageously and intelligently for this liberalizing program, and he carried it as far toward success as it could be carried within the decaying and outworn Czarist system. He carried out his economic reforms, and he determined the principles of the Constitution which, as he wrote it, for the first time made the Duma, the people's voice, heard in the councils of government.
>
> But Witte, tho he was three hundred years ahead of his time at the Czar's court, arrived there too late to save it from the deluge. His measures, if applied ten years earlier, might have had time to bear fruit in a land not stressed by war. But Russia went into the war before she was unified by his reforms—at a time, indeed, when the forces of reaction had temporarily delayed their operation. She proved too weak to stand the strain. The war revealed all the rottenness of the Czarist structure: the horrible greed that sent soldiers into battle without guns that had been paid for but were never delivered; the treachery that sold men to slaughter that Sukhomlinoff's wife might dress in finer furs; the inefficiency that failed to provide hospital supplies and even food to the fighters. Russia revolted. And by a grim irony, the heart of the Revolution was the workingmen in the manufacturing industries that Witte had conceived and built. These town workers had their own conception of the part that the industrial structure he had fashioned should play in the life of Russia. They conceived it as the foundation of the communistic state. Led by intellectual students of government, who were at once philosophic theorists and extraordinarily capable executives, they applied methods all too familiar in Russia—hangings, exile, suppression of free speech, and the like—to impose their new ideal upon the nation. They appealed to the national instinct for cooperation, which exprest itself in the zemstvos, and made their new autocracy of the proletariat look somewhat like that native product. They appealed to the national passion of patriotism, to fight all invaders, their friends the Americans as well as their enemies the Germans.
>
> The product that emerged was the Bolshevik Government of Lenine and Trotzky. Loathsome as it is, misrepresentative as it is of the real Russia, it becomes an intelligible counterfeit of what Russia longed to be, once its historical origins are understood.

THE TROUBLESOME WELSH MINER AS A MAN OF WEALTH AND LEISURE

"THE MOST-DISCUST INDUSTRIAL WORKER in the world," a leading British journal calls the South-Wales miner, and nearly everybody was ready to agree on the day when the beginning of the great British coal strike was the leading news story in this country as well as in England, and probably throughout Europe also. The Welsh members of the great Miners' Union are generally held responsible for those *Oliver Twist*-ish demands for "more" which have kept the British public in a state of alarm for many months and are now said to threaten an industrial revolution. The strikers demand more pay for less work, with a demand for Socialistic seizure and operation of the mines in the background. The case was complicated not long since by the announcement that the managing director of the Colliery Investment Trust, of Swansea, England, had bought 35,000,000 tons of American coal, to be delivered over a period of five years. The report of this immense purchase aroused no enthusiasm among the British miners, whatever its effect may be on the American coal-consuming public, now facing the regular winter shortage. For the British miner, especially the South-Wales miner, believes in a sufficiently lively demand for this product to enable him to earn in the neighborhood of $80 per week of five six-hour days. He is doing that now, with the single exception that he works seven instead of six hours per day, asserts a special correspondent of *The Illustrated London News*. This correspondent says that he has visited most of the mines in Wales, and, even tho he lays no claim to actual experience as a miner, assumes to speak with some authority of the joys of the Welsh coal-miner's life. He is somewhat scandalized by the amount of money the average collier spends on joy-riding, football, clothes, and food. "He eats lavishly, drinks freely, dresses expensively, and enjoys himself thoroughly," writes the correspondent, "because he does not know what else to do with his money, or because he does not want to do anything else with it." In spite of his ability thus to imitate his superiors in the social scale, the Welsh miner, declares the writer, "is frequently referred to as the hardest worked, under the most trying conditions, of all the miners in this country." The correspondent objects:

> Whence such an impression arises it is hard to define, unless it be from some secret propagandist force organized for the promotion of kindly sentiments toward South-Wales miners.

The fact is that the South-Wales collier works under conditions that are safer, healthier, and easier than the conditions obtaining in the other coal-fields of this country. Further, his home life is better—if he care to make it so—than the home-living conditions of colliers in other parts of the world. He is, in fact, a different kind of miner. There is something about the surroundings among which he lives, something about the mountain-air he breathes, something about the very men he produces—whether pulpiteers, politicians, or prize-fighters—that stamps him as distinct from his fellow coal-workers of the world. Not that every South-Wales collier is a Welshman. Far from it. The coal-working population of South Wales is made up of Cornishmen, Lancashiremen, Irishmen, Americans, and Cockneys—these in addition to a strong substratum of downright Welshness. It takes little time, however, for these "foreigners" to lose their former "nationality" and become assimilated into the character of the South-Wales Welshman. Before many months are passed the "outsider" is "one of us." He has thrown off his own and adopted the Welshman's customs, dress, manners, and even accent of speech. And he heartily joins in the cry for less work and more pay—a cry which, on every hearing, usually emanates from South Wales.

It has been my privilege during the past weeks to visit the South-Wales coal-field. I have moved about among the colliers and their people. I have seen the conditions—good and bad—under which they have to work. And, further, I have seen them using up three days of the week in order to spend what it took them only four days to earn.

The working hours of a collier are supposed to consist of six shifts a week. A shift is seven hours from pit bottom to pit top. That is, the shift counts from the time the collier leaves the bottom of the pit shaft until his arrival at the surface after seven hours. Maybe he has to walk quite a distance underground, sometimes as much as two or three miles or more. The shifts work day and night through the hours seven to two and two to seven. The afternoon shift is the repairing shift, as differing from the coal-cutting shift.

The collier's pay-day is a Friday affair. This has had a considerable effect on the output. For, in the majority of cases, pay on Friday means no work on Saturday. The more thrifty collier longs for the old times, when pay-day came once a month, tho a man could "draw" on it every fortnight.

It is a common belief that a collier is paid for cutting coal, and for that only. Before my recent visit to South Wales I was defied by a leading miners' agitator to show him any one collier who got more than five or six pounds a week for cutting coal. I had known the South Wales collier as a type for many years, and I was prepared to prove that he earned and spent more than the limit suggested by the agitator. But the agitator was right. A collier's wage is made up not only of the coal he digs, at a rate of 3*s.* 3*d.* a ton, but of payments received for the various exigencies that accompany or follow in the wake of the coal-cutting process. What these exigencies are may best be understood from the miner's pay-sheet.

The magazine reproduces a "typical pay-sheet of a South-Wales collier," which shows that he earned in one week the sum of $80, which "represents five days' work at seven hours a day." The writer goes on:

The fact remains that the South-Wales collier earns so much that he can afford to work on an average of four days a week and spend the remainder of his time and the bulk of his money in a manner that would shock a workless spendthrift of the far-off days of twenty years ago.

Only very rarely is a collier to be found who works more than five days a week, and the daily absenteeism in South Wales amounts to 17 per cent.

Again, it is usually contended that the collier has to crawl under cavernous ways, and, lying on his side in a narrow, squeezing rock-pincers, hew and hack the coal with the aid of a tiny flicker of light from his oil-lamp. Such conditions are indeed exceptional in the pits. It may be so in levels or drifts where only a seven-inch seam may be worked. And then an electric cutter is used. But the collier works ordinarily as comfortably as any other worker—more so than many a one. There is, of course, something sinister about the thought of the darkness of underground. Yes, it is dark; but in the workings themselves there is no lack of light, of room there is plenty, and the underground atmosphere is not only not unhealthy and poisonous—it is, in fact, conducive to health, as witness the general fitness of the modern collier. He works in what is more than ordinary office temperature. But, come to that, so does a baker or a laundryman.

I asked one man who worked in a drift—a sort of tunnel pierced into the mountainside—where it was wet, close, and uncomfortable, why he chose that in preference to the finer-equipped and convenient shaft colliery. He replied that he preferred it because it was safer from explosions (naked lights are used in these levels), that he hated going down in the cage, and that "when having a rest he could smoke"! Well, that's a matter of opinion.

I am not speaking of one, and only one, pit in South Wales. I know and have descended most of them, in all parts of the coal-field. During my last recent visit I went down several, in company with one who had never even been close to a pit-head. What we saw confirmed us in the first belief that the collier's work is difficult and strenuous; it is downright hard-going, muscle-trying labor, in conditions that are peculiar to mining. He gets well paid—better paid than any other worker; he works less hours—possibly because he can earn more in half the time than another does in all the time; and he is, unquestionably, the most happy-go-lucky, inconsequent, money-spending, yet withal the most disgruntled and contentious worker in the world.

The men indisputably worked under trying conditions. They were enclosed in a tomb, the outer compartment of which was about four or five feet high, and the inner, where the cutter worked, little more than two feet high. The workers lay prone to effect their work.

In the shaft-pits it was very different. We descended a depth of something over three hundred yards in a few seconds, and landed in a veritable hall of light and animation. Not that all the pits are as spacious at pit bottom. But, in general, the scene at the foot of the shaft somewhat resembles a busy railway station. A whitewashed, domed roof, thirty feet high, surmounted the broad floor of the pit bottom, where railway-lines shot out into the further semidarkness, disappearing in branch tunnels of lesser light, and carrying trains of "empties" and "fulls" to and from the pit mouth.

These trains of trams are unattended by drivers or guards. They are cable-towed from a winding engine that is situated sometimes on the surface and sometimes underground. There is about the place, with its shattering noises, emphasized by the thump and jerk of the down-coming and up-going cages, filled with men or coal, an intense impression of concentrated industry. This part of the pit is the main junction-terminus, the clearing-house of the mine. In most cases it is here that the engine-rooms, pumping, winding, and ventilating, are situated. Near here, too, round what is called the "back slum," are the stables, the canteen, and the surveyor's and ambulance offices.

Every stall we went to provided excellent working conditions. Frequently the actual coal-cutting area was a distance of a mile or two from the pit bottom. To those stalls the men walked by way of metaled tunnels, walled by thousands of yards of propt timber. It is easy walking; there is good head-room, and the way is breezy with fresh air. In exceedingly few places in a modern mine does a collier have to crouch in his walk or stoop in his work any more than an ordinary worker has to stoop or crouch.

The men generally possess an air of happy discontentedness—the kind of attribute that is called "old soldiering." They grumble at conditions in a mournful kind of cheeriness and continue happily at their work. Egotistical martyrs!

The trains of coal are brought in to the pit bottom on the main lines by machinery at ten to twelve miles per hour. The horses are used only as "shunters." And here let it be pointed out that generally the horses are treated as humanely as any horse on a plowed field. The men and their horses are "pals."

As to their life above ground. There is no reason why any thrifty collier should not live as cleanly and as comfortably as your city clerk who gets less than half the collier's wages.

But does he? Is he thrifty? Social conditions in South Wales at the present time will supply the answer.

In one pit alone, where nearly a thousand men are employed, three hundred miners own their dwelling-houses. I met one worker—a laborer at pit bottom—who has just bought his house for £112—an amount which he put by from last year's overtime pay.

Rents of colliers' cottages vary from 3*s.* to 8*s* 6*d.* a week. Some colliers still prefer to live in a slum, tho they could live in a garden city. Again a matter of opinion.

Every collier is supplied, by the colliery in which he works, with coal at 5*s.* 3*d.* a ton. And he gets it pretty nearly as often as he wants it. This is at the same rate as it was in the days when his wages were less than a third of what they are now.

Then why does the collier want still more pay and still less work? What does he do with his money?

The South-Wales collier is undoubtedly the most reckless of all spenders. He flings his money about on anything and everything.

The *char-à-banc* [motor-bus] is the collier's newest toy. He uses it for race-going, picnics, "away" football matches, and for purely joy-seeking adventure.

The ECHO of YESTERYEARS

It is not strange that motordom can scarce conceive it possible to excel the fine creations that you enjoy.

It has been so since the making of motor cars began.

Hark back some twenty years.

The motor cars of even then were marvels—for their day.

As passing time brought forth its new achievements, each thrilled you with its fresh sensations—then you wondered how you endured the car before.

Each new achievement *seemed* unsurpassable—until by genius it was surpassed.

Each *seemed* the great finality—yet will not each see its glory wane?

As the splendid mechanisms you have known roll on, it is only natural that they *seem* the ultimate in luxurious travel.

And yet, the *seeming* of the ultimate today is but an echo of the *seeming* in yesteryears.

For in the Lincoln car are revelations, new ease, new comforts, charms and fascinations which motordom has never known before.

Leland-built Lincoln Motor Cars comprise eight body styles

LINCOLN MOTOR COMPANY DETROIT, MICHIGAN

In one colliery last week £600 was left unclaimed in the pay-offices by miners who could not wait until Friday before going for their week-end *char-à-banc* trip to Bath. Some of them called for their pay on Tuesday. They didn't worry whether they got it or not. It suited many to knock off work for a week and collect last week's pay next Friday. They could then persuade themselves they had finished a week's work.

The South-Wales miner has not been used to handling so much money. He does not know what to do with it. He can not understand why he should be expected to work and earn more money when he gets all he wants for a few days' work each week. However the voting in the strike ballot may have gone, it is a truth that the miner does not want to strike. He is persuaded by his leaders that it is the easiest thing in the world to get money for nothing, and he merely says to himself that "there's no harm in trying for it."

That is the working miner's general attitude toward a strike for more pay.

Meanwhile he eats lavishly, drinks freely, dresses expensively, and enjoys himself thoroughly because he does not know what else to do with his money or because he does not want to do anything else with it.

A manager asked his assistant, in my presence, how the coal was coming up one morning. The assistant explained that not much could be expected, as there were four football matches on that day in the valley.

That is the situation in a nutshell.

Another phase of the situation, not contained in this nutshell, is revealed in a dispatch from London to the New York *Evening Sun.* "The coal kings of Britain are leading protagonists in the fiercest drama in the history of British industry," cables the correspondent. "They are menaced by dispossession of their fabulously profitable holdings." He gives this account of the large owners and their possessions:

The coal kings are not more than ten in number. Chief among them is a woman, Viscountess Rhondda, who, I suppose, must be referred to as a queen. With two men she controls most of the South-Wales coal-fields, rich in the finest steam coal in the world. She inherits from her father, who organized England's food supply during the war and died from the effects of his efforts to save the nation from famine.

Lady Rhondda, who has been described as a superbusiness woman, is on the boards of more than thirty important corporations. She is deputy chairman of two large South-Wales coal companies. When her father gave up his business activities to become President of the Local Government Board during the war he was actively associated with twenty-five coal, steel, shipping, and railway concerns. The son of a coal-owner, he built up the Cambrian Combine, which owns twenty-two of the most valuable pits in South Wales and has also big interests in timbering, coal-shipping, and every branch of coal-getting and distribution.

D. A. Thomas, this Welsh M. P., became the Welsh coal Napoleon, and for his services to the state was created a Viscount. It was typical of the man that he took his title from the unlovely Welsh mining valley, the Rhondda, from which he had also taken his enormous wealth. To his title and his estates his daughter has succeeded.

She is no unworthy successor. To-day Lady Rhondda, thirty-seven years of age, as head of the Cambrian Colliery Combine, controls mines with a capital of nearly $20,000,000, an annual output of 6,000,000 tons, a yearly wage bill of $15,000,000, and an army of workers numbering about 30,000. She also controls firms making drugs, pianos, and soda-water, and has interests in insurance and shipping, and has extensive American investments.

Of the two other great Welsh magnates little is generally known. One of them, D. R. Llewellyn, has come into prominence only since the war. Now he is quietly getting control of many of the best Welsh pits. The third important Welsh coal-owner is H. Seymour Berry. He is a leading newspaper proprietor as well as a mine-owner. With his brothers he now owns the London *Sunday Times*, the daily and the weekly *Graphic*, *The Bystander*, and other leading periodicals.

The mine-owners have, as close allies in their fight, the royalty owners. These own the land and extract a tax from the coal companies based on the output. This tax averages about twelve cents a ton and brings in some $30,000,000 for the landed interests every year.

Among the great landowners in South Wales who get a thumping income from mining royalties are Lord Tredegar and the Marquis of Bute. Lord Tredegar is said to draw $200,000 a year from one mile of railway alone. It is called "the golden mile." He gets ton for ton for all coal that passes over it.

Descended from the ancient kings of Wales, he owns 40,000 acres, three fine country seats, and a splendid London house. His family goes back to Caradoc or Caractacus, who was taken prisoner when the Romans overran Wales. The fortunes of his family, the Morgans, began to rise when a Morgan of the seventeenth century found coal on his estate. This discovery made them one of the wealthiest families in the country, as they are one of the oldest, with an ancestry that goes back more than a thousand years. The late Lord Tredegar, uncle of the present baron, rode in the charge of the Light Brigade at Balaclava.

The Marquis of Bute has sold many of his coal interests in South Wales, but he still retains some royalty rights. He possesses eleven titles of nobility, 120,000 acres in Scotland, a private residence that cost $3,500,000, and an income greater than $1,000,000 a year. When he came into his titles he inherited some $30,000,000, made chiefly in the Cardiff docks, which are largely dependent on the coal trade for their prosperity.

Another titled coal king is the Duke of Northumberland. It is said that he draws $15 every hour out of coal. He draws $20,000 a year from one colliery alone and his rent-roll is worth more than $800,000. Formerly Earl Percy, he is recognized as a great military expert and was one of the two British "eye-witnesses" at the front in the early days of the war.

Lord Joicey, a great coal-owner of the north of England, started life as an office boy. To-day he rejoices in the nickname of "*Old King Coal.*" His father was a Newcastle engineer and he himself won his way to a peerage and a place on the lists of England's millionaires (a $5,000,000 standard) by sheer hard work and business brains. His firm some years ago took a lease of Lord Durham's pits and paid well over $5,000,000 for it. It is said that the profit in little more than two years paid off the capital cost.

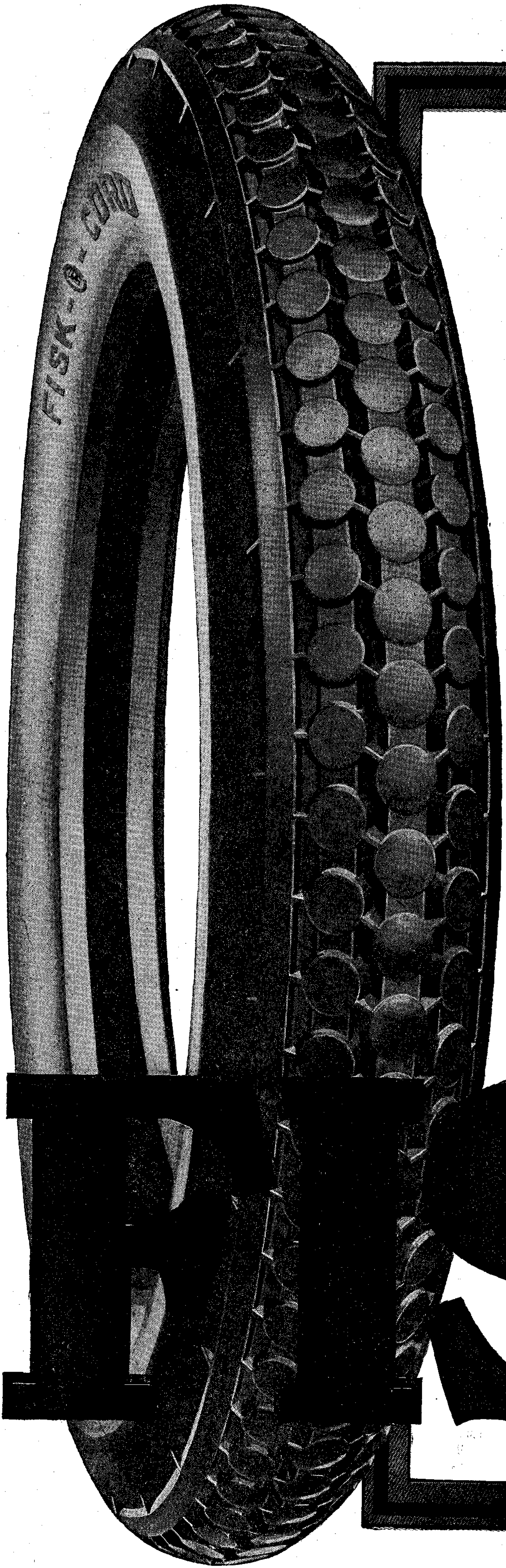
Two pit ponies and two miners' picks are enshrined on his coat of arms. He has been described as the world's largest and richest coal-owner, and he is proud of the fact that his father once worked in a Tyneside colliery. Entering the offices of a colliery-owner, he became a partner before he was thirty.

WHEN LEON TROTZKY, BOLSHEVIK WAR MINISTER, LIVED IN THE BRONX

IF A NATIVE of Omaha, Oshkosh, Ossawatomie, Oskaloosa, or other out-of-the-way place finds himself in the Bronx section of New York City and asks a policeman to point out to him the principal places of interest there, the latter will probably direct him to the Zoo. But if he should run into some member of the Russian colony that has its stronghold in the Bronx, the Muscovite, if he likes the Uitlander's looks, might tell him of a certain house in Vyse Avenue, which, he will add proudly, was once the home of Leon Davidovitch Braunstein, now better known as Leon Trotzky, the Bolshevik War Minister of Russia. And if the visitor is enough interested in the man now charged with the somewhat onerous task of directing the military operations of the Russian "Reds," he will go to the place pointed out, and will find a flat at present occupied by a tailor, who, if in an amiable mood, may permit the pilgrim to see the very rooms formerly occupied by Leon Davidovitch. Maybe the landlord can be induced to talk of his distinguished tenant, altho it appears that this landlord is slightly prejudiced owing to the fact that Leon Davidovitch left the premises in such a hurry that he forgot to pay his rent, something no landlord is inclined to regard with equanimity. It is further revealed that Davidovitch also forgot to take away his furniture, the proceeds from the sale of which more than compensated the landlord. The fact seems to have been that the former famous Bronxite left in great a hurry, as Cincinnatus left the plow at the call of his country, and never looked behind him.

Even if the landlord won't talk, there are a lot of people in the vicinity who knew Davidovitch well and are more than willing to tell all about him. "Such a man!" they will say. "Such a head as he had!" It seems that Davidovitch did not discuss politics much with his neighbors, but he read the newspapers a lot, and "when he said that such and such a thing would happen, it happened." As these neighbors tell it, according to Marya Zaturensky in the New York *Evening Post:*

"He sure had a great head," says one. "He used to go to the public library at One Hundred and Sixty-ninth Street and read and read and read. Everybody said that he was a highly

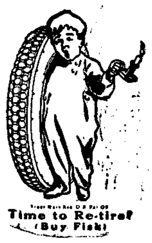


MORE miles with less attention. That is what you want from tires.

You want a tire that you can apply and then forget about its cost or guarantee, because the mileage is in excess of anything you could expect, regardless of the first price.

Buy tires of established reputation in order to be sure of your money's worth. Fisk Cord Tires will assure you long mileage, resilient riding, good looks, safety on wet roads, and continuous service. Dealers and Fisk users everywhere know that Fisk Tires are of extraordinary value.

Next time—BUY FISK
from your dealer


Trade Mark Reg U S Pat Off
Time to Re-tire?
(Buy Fisk)

FISK

educated man. He and his wife were quiet people, but his two little boys used to make noise enough. Once they got mixed up in a neighborhood fight and Leon Davidovitch ran down three flights of stairs to separate the boys, swearing in Yiddish, Russian, and English. He was so excited that he boxed their ears, and the boys went up-stairs crying so loud that everybody went to the door to see what was the matter. You could see that he was a very strict father."

"A lot of people," says another neighbor, "often came to visit him, rich people in automobiles and workmen, and all kinds of men just from Russia. They all worshiped him and used to listen respectfully and seriously when he spoke."

"His wife," says a woman, "was young looking and handsome. She wore short hair, and looked intelligent, tho she spoke mostly of her husband and the boys. She worried about her husband's health, which was not good, but never spoke of politics. The boys were smart boys, who spoke English in a real American way and used to go to the movies often with their mother. She used to say that she liked the sad pictures especially, but that her husband and the boys laughed at her for liking them."

"The last time I saw Leon Davidovitch," says another, "was in the early part of 1917. He had heard of the revolution in Russia and was very excited. All the people in the neighborhood were very excited. Everybody wept and embraced one another, and Leon Davidovitch, Meyer London, and others made speeches."

"But what did he say?" you ask.

"He said the day was coming when Russia would send out a light that would shine to other lands. It was a grand speech. And—oh, yes, he mentioned for the first time a Tatar nobleman of whom he spoke as the greatest mind of the revolution. He mentioned his real name, but I've forgotten it. But everybody knows his real political name as it is called, the name he took to fool the Czar's secret-service men.

"It's very famous now. Davidovitch spoke of him as the great man of the revolution, and only a few of his friends cheered at this; for everybody at that time thought that Kerensky was the great man."

"Was the man that Davidovitch mentioned Lenine?"

"Yes, it was Lenine. Leon Davidovitch gave his real name, but Lenine is his political name. There were a lot of reporters who heard the speech, but only one Russian paper and one Yiddish paper took down the speech and then only parts of it. The others didn't think it important enough, tho they were looking for Russian news, they said. But we knew that it was important all right."

Perhaps it was.

NOTHING MOVES THE MOVING-PICTURE CAMERA MAN

WHEN DURABLE DOUG FAIRBANKS or some other desperate movie star dashes daringly from the roof of a rapidly moving railroad-car into a flivver, likewise in rapid motion, all the fans hold their breath and not one of them thinks of Mike, the snub-nosed camera man who filmed the thriller. Yet Mike and his camera were there, moving right alongside the daredevil hero when the picture was taken, either in another flivver or in an engine on a parallel track. Of course, the camera man's stunt isn't as dangerous as that of the star, but it's no snap at that. A good camera man, we are told, is a person with a heart of stone, no nerves, no mouth, all ears, and with a right hand trained to keep up a circular motion with unfailing regularity for hours and hours at a time. He goes through innumerable experiences calculated to make him lose his self-possession. But this he can't afford to do, if he values his job, and all camera men do. The least little vibration of his camera would spoil the picture, and so it's up to him to see that it doesn't vibrate, no matter what happens. It may be that he is filming a ferocious lion creeping stealthily in his direction. Does Mike begin to look around nervously for a way to escape if the lion gets too close? He does not. He keeps his eye glued on the little finder to see that the focus is right, and earnestly turns and turns and turns and turns the crank of his machine, not too fast nor too slow nor jerkily, but just right, both as to speed and steadiness. If the lion gets him, he is out of luck, of course, but, anyway, a perfectly good picture won't be spoiled up to the moment disaster overtakes the operator. Says a writer in the Kansas City *Star:*

When your hero rushes into danger, Mike's there, too. If you remember that perfectly awful oil-tank scene in "The Silent Avenger," just remember that Mike was in it, too, and even if it didn't get up to his ears as it did on Bill, it was just as gooey where it did get. Mike has to see the hair-raising escapes in the greatest American serial without blinking an eye. In flood scenes, he's knee-deep in icy water. In fire scenes his face and his film are blistered by the heat. In those terrible rain-and-wind shots he gets a goodly share of both, and has to be careful at the same time that not a drop of water gets on the surface of the lens and spoils the scene. He freezes when shooting snow scenes and gets his eyes full of sand in desert storms.

But the news photographer has the hardest job. A story went the rounds some time ago something like this:

The camera man had been commissioned to get a picture of a king. Now, entrance to a king's parlor must be with due pomp and ceremony. But Mike walked in briskly, stept over to the king, and said: "Get over here, will you? It's too dark where you are to get a good shot at your phiz." A friend who had accompanied him began to shed tears as his imagination brought before him pictures of Mike being shot at sunrise. All the court attendants were ready to pounce on him and cut his heart out. But the king was a good sport, and smiled and did as he was asked. Afterward the camera man said to his friend: "What's a king in my young life? I've photographed three Presidents."

Remember the aviation scenes, the flood scenes, the cavalry scenes where the horses literally jumped over the camera? The photographer must get such scenes, and see the swimming ground thousands of feet below him without experiencing one little thrill, for then his hand would grind faster or slower and spoil the exposure. He must pay attention to his diaphragm (that is, the camera diaphragm), the shutter openings, the focus. He must perch the heavy camera, weighing fifty to a hundred pounds, in front of a shallow row-boat, where one unwise move will precipitate the whole business into the water. In those cavalry scenes the camera man risks having one of the horses unintentionally kick him in the forehead, and consequently off the earth.

In the recent war the camera man took all sorts of risks. There wasn't a moment of his work but what had great danger in it. But the men brought back wonderful photographs of the boys going over the top and of buildings falling and shells exploding scarcely a hundred feet away. While the soldiers fought from ambush, he had to stick his head and his camera above everything that gave protection and grind away steadily while bullets sang all around him. It's a great life, a great life.

You are acquainted with the scenes wherein a locomotive carrying the hero to the rescue dashes along wildly, while the picture keeps right up with it, showing everything. The camera is raced along beside the engine, and is usually in another engine on a parallel track, or in a motor-car. In case of the latter, the camera man must be strapt to a rigid steel girder bolted to the floor of the car, with nothing free to move except his two arms. Mike says that the straps aren't extremely comfortable, and that taking such a scene is a sure cure for indigestion.

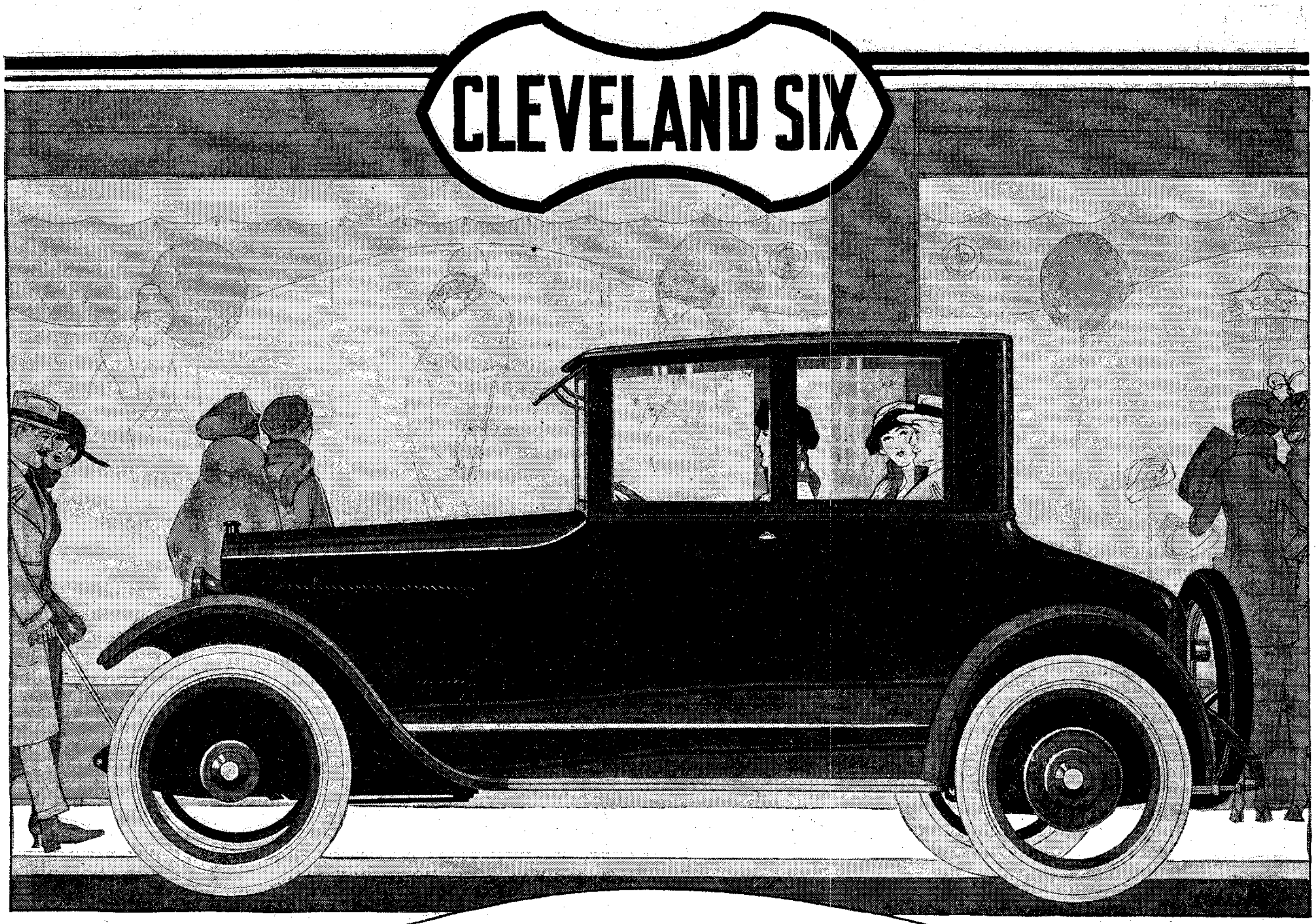
He must grind away and photograph calmly, on a flimsy platform built on the front of a racing motor-car, while the hero drives along frantically. A good-sized bump would bounce Mike carelessly into the middle of the road, while the car itself would like as not run over him. Yes, it's a great life!

When General Pershing, or some other notable, is to be photographed many are the trials of the camera man. Of course a crowd swarms around both the General and Mike. But, besides keeping his machine going, Mike has to keep everybody away from his tripod, which is no small job. The film is just over an inch wide, and when this is magnified to twenty feet on the screen the least vibration of the camera shows plainly. If a small child were to touch the tripod ever so lightly, the General would jump clear off the screen, which is not at all dignified for a general.

And the camera man must be sure his machine is working right. When he shoots a motor-car falling over a cliff there is hardly ever, you know, time or money or patience enough to retake the scene, because the film was underexposed or not feeding at all. That means no more job.

But the camera man has his good moments, too. Most of the time, or, at least, some of the time, he walks idly round the studio waiting for the art director to get this or that lighting effect, or for the director to fight out a battle over the script with the actor or author. Then, when the set is ready, he walks over to an actress and says brutally: "Show your teeth, there, Pauline, so I can get my focus right." Some camera men are that way.

Some years ago the worst men got $25 a week, with the best getting $100. Things have changed; among others, camera men's salaries. Good ones get two or three times that much now, and deserve more.



Offers Most Pleasing Service In All Seasons

The Cleveland Coupe has been welcomed by those who desire a light-weight car of the coupe type, embracing perfect comfort for driving in all seasons. It is attractive in style of design, beautifully finished and upholstered, and possesses a dignity of character which distinguishes it from the commonplace.

The Cleveland Coupe appeals, too, not only for these qualities but for the established excellence of the Cleveland Six chassis with its powerful, pliant and quiet motor of the most highly refined overhead valve type, its long underslung spring construction which smooths out the road bumps, its positive brakes, its ease of control and its sturdiness throughout.

The Cleveland Six is a better car. It will show you much more than you can find in cars of similar size and price. Thousands of Cleveland owners know this to be true.

A leading automobile house in over 2,000 cities and towns in the United States is showing the Cleveland Six. You will find it worth your while to see and have explained to you the many fine features of this splendid six.

Touring Car (Five Passengers)	**$1435**	**Roadster (Three Passengers)**	**$1435**
Sedan (Five Passengers)	**$2445**	**Coupe (Four Passengers)**	**$2345**

Prices F. O. B. Cleveland

CLEVELAND AUTOMOBILE COMPANY, CLEVELAND, OHIO

Export Department: 5 Columbus Circle, New York, N. Y. Cable Address: "CLEVE-AUTO"

Barrett Everlastic Roofings
WAREHOUS

The Charm of a Distinctive Roof

THE greatest beauty of a house lies in its graceful, sweeping roof lines. Covered with Everlastic Shingles in the natural soft red or green of crushed slate, the roof adds even more attractiveness to the house.

To those who are building or re-roofing residences or bungalows, or other steep-roofed buildings where a distinctive roof is desired, Everlastic Roofings represent the truest sort of economy. They weather all storms, form a substantial fire-resisting roof, are easy to lay, extremely durable and surprisingly moderate in cost.

Select your Everlastic Roofing from the styles described below. Be sure it's Everlastic before you buy.

Everlastic Multi-Shingles

(Four Shingles in One)—Tough, elastic and durable. Made of high-grade waterproofing materials and surfaced with crushed slate in art shades of red or green. When laid they look exactly like individual shingles and make a roof worthy of the finest buildings. Weather and fire-resisting to a high degree. Need no painting.

Everlastic Single Shingles

Same material and art-finish (red or green) as the Multi-Shingles, but made in individual shingles; size, 8 x 12¾ inches. A finished roof of Everlastic Single Shingles is far more beautiful than an ordinary shingle roof, and costs less per year of service.

Everlastic Slate-Surfaced Roofing

The most beautiful and enduring roll roofing made. Surfaced with crushed slate in art-shades of red or green. Requires no painting. Nails and cement included.

Everlastic "Rubber" Roofing

This is one of our most popular roofings. It is tough, pliable, elastic, durable and very low in price. It is easy to lay; no skilled labor required. Nails and cement included in each roll.

Illustrated booklets, describing the four styles of Everlastic, sent free on request.

The Barrett Company

New York
Cleveland
Birmingham
Syracuse
Duluth
Lebanon
Latrobe
Omaha
Chicago
Cincinnati
Kansas City
Salt Lake City
Milwaukee
Youngstown
Bethlehem
Houston
Philadelphia
Pittsburgh
Minneapolis
Seattle
Bangor
Toledo
Elizabeth
Denver
Boston
Detroit
Dallas
Peoria
Washington
Columbus
Buffalo
Jacksonville
St. Louis
New Orleans
Nashville
Atlanta
Johnstown
Richmond
Baltimore

THE BARRETT COMPANY, LIMITED: Montreal Toronto Winnipeg
Vancouver St. John, N. B. Halifax, N. S. Sydney, N. S.

THE YANKEES AND THEIR WAYS, AS OBSERVED BY V. BLASCO IBÁÑEZ

THERE IS NO SUCH THING as a real American type, at least physically speaking, declares V. Blasco Ibáñez, the Spanish novelist, after a stay of eight months in this country, most of it spent in giving us a leisurely "once-over." This may not please those frantically American folk whose asseverations, not to say vociferations, asserting their one-hundred-per-cent. Americanism, have been heard in the land these many moons. Nevertheless, this Spaniard, who is credited with being a tolerably good observer, assures us it's true. The world over, he says, the typical American is conceived to be a tall, angular, bony person with a pronounced and determined lower jaw. But the novelist found very few such specimens. On the other hand, he observed many that were chubby, others short-necked and with inconspicuous chins, and he even goes so far as to say that there are a few fat Americans. In other words, it appears that we present physical make-ups of all types. These differences the novelist attributes to the diversity of the ancestry of the American people, but he adds that he does not thereby mean to suggest that we are a "mosaic of peoples." Rather, we are an amalgamation, or, as he puts it, "the vast flood of people in the Union assimilates, in its infinite volume, all the elements that are contributed to it, just as the ocean gives its taste and its color to every raindrop." Developing this idea further, Mr. Ibáñez finds "an indefinable, a spiritual something which gives an air of common relationship to all people born in the United States." This was called to his attention with special force once when he was watching several companies of the A. E. F. in France. Among these he saw boys of the Spanish, Italian, Irish, French, German, and Jewish types, and yet they were all "so American that they would never be mistaken for anything else." While thus Mr. Ibáñez actually did perceive something distinctively American about the Americans, he seems to have had some trouble to point out just what it was. For instance, he says he was able to discover only two mannerisms among Americans that he thinks are "absolutely American, unmistakably American, and so original that no other people on earth can imitate them." These are the American's way of laughing and his way of smoking. An American, when he laughs, we are told, opens his mouth as far as he can, makes as much noise as he can, and laughs all over. The American laugh explains to Mr. Ibáñez the superiority of American dentistry, for nobody would dare laugh like that without good teeth. The Yankee way of smoking imprest him, among other things, with its wastefulness. The American bites his cigar, he says, pulls at it, rolls it around, tilts it at various angles, and then, when it is all mauled to pieces and about half smoked, he throws it away. The novelist also mentions one other trait, which he thinks may be exclusively American, tho he is not so sure of it. To quote from his observations on this point, as they appear in *The American Magazine* (New York):

> Americans live on sugar.
>
> Even the richest people here have not more than one or two really nutritious dishes at a meal. The other items, and they are numerous, are all variations of sugar: cakes, pies, ice-cream, and the like.
>
> Sooner or later some pedant is going to read a novel that I have in mind to write about the United States. And he will annotate at the bottom of the page, "The American cuisine is something frivolous."
>
> Even poor people here fall into this sweet absurdity. At lunch hour as I go along the street, especially in down-town New York, I see thousands of clerks, stenographers, waitresses—working people of all kinds—crowding around the soda-fountains. They could get a square meal with what they spend there; but they all seem to want ice-cream, or an ice-cream soda at least; and if that is not enough to satisfy their appetites, they fill out on a dish of some other kind of dessert. Sugar on sugar!
>
> At noontime, the United States looks like a nation of children who have stolen the pantry keys while their mothers were not looking, and have fallen upon the jam, to the disparagement of solid food.

Another trait that struck the Spanish writer as odd is the American's desire for absolute certainty, "fixt, exceptionless rules, solid, positive truths delivered bluntly and without the slightest suspicion of doubt." For instance, he says, an American asks: "How many fish are there in the Hudson River, including the upper and lower bays of New York?" If he is answered positively and with assurance, "Five million five hundred and forty-one thousand six hundred twenty-eight," the nephew of Uncle Sam is perfectly satisfied, but if the response contains a doubtful note or makes any attempt at modification or explanation, he goes hence sorrowfully, feeling he has sought information in the wrong quarter. Then, too, says Mr. Ibáñez further:

> Gradations in matters of opinion, and the concept of relativity in thought values, seem to be unknown in the United States. People here have apparently no patience with the numerous exceptions and qualifications that modify a general statement and at times even suppress a rule. American curiosity insists on knowing everything, on learning everything to the last detail, as rapidly as possible, and without any margins of vagueness or nuance.
>
> Now, religion alone can give a round and satisfactory answer to all the obscure problems that surround us during our whole lives, from the rocking of the cradle to the stillness of the grave. Religions do not demand concrete proofs. They are content with the illumination of faith. I think it is the American desire for definiteness and certainty that explains the great rôle religion plays in the culture of the United States. I have met very few irreligious Americans. In competition with this passionate effort for the rapid acquisition of final certainties, science must necessarily be content with a secondary position in American life. Science needs clear, tangible proofs for all it says; and in this world of ours so few things can be really proved!
>
> We people of the Old World are not so anxious to know all about everything. We have learned from experience that it is possible to get along with one or two truths more or less, and that even those one or two truths are perhaps not true after all. Whereas, if the American asks himself a question, he will sit up nights till he gets a decisive, final answer, and one that stifles every whisper of doubt.
>
> "What solution have you for the industrial problem?"
>
> I don't know how many times American reporters have asked me that question.
>
> "Excuse me, gentlemen," I would answer. "If I had a solution for the labor problem, which has been a problem since the time of Adam and Eve, there would be no hero in history and no prophet in religion comparable to me."
>
> And a sort of disappointment would come over the faces of my interviewers, and I am sure I lost any prestige I may have had in the eyes of some of them. They seemed unable to understand how a man could enjoy a night of sound sleep or eat three square meals a day without having a solution for the age-old struggle of classes.
>
> But restless curiosity is not more typical of the United States than the facility and rapidity Americans have for acquiring truth.
>
> I remember that, in Nice, a few days before sailing for New York, I was invited to lunch at the house of a well-known American, now dead. Among the guests was a celebrated French astronomer, a member of the Institute. The American millionaire had traveled a great deal and possest a very good general education. He could not let that astronomer rest.
>
> "You must stay to dinner this evening," he said. "We get a splendid view from the roof-garden of the house. You will explain all the stars to me. You won't mind if I send you home rather early, I hope. My boat sails from Bordeaux to-morrow night and I have a lot of business correspondence to dictate before I go to bed. But we can have an hour or so for nothing but astronomy."

The novelist says he has sometimes been overwhelmed by the broad, sweeping generalizations Americans will make in their conversation. Worst of all in this respect are the newspaper reporters, he thinks. The way they will make positive, unqualified affirmations, without gradations or reservations, he says, is a matter that strikes terror into his soul whenever he sees a newspaper man. In this connection he relates the famous story published in all the papers to the effect that Ibáñez advocated cave-man tactics in dealing with women:

> I was talking with some friends who had invited me to lunch at a Philadelphia club. Among the guests was a reporter who did not understand my language thoroughly and caught only a

few fragments of our conversation. The reader will, of course, understand how people joke and talk gaily after luncheon. If the newspapers were to print everything people say in table conversation what a mess civilization would be in!

As a matter of fact, I was jesting lightly about the superiority which women seem to enjoy over men in American society; but the reporter worked out of what I said a whole system of "Advice for the Perfect American Husband." I was even made to recommend cave-man tactics, and to suggest moderate use of the whip in disciplining the American wife.

At the moment, it seems, the newspapers were in the midst of an off season on real news. My "interview" had an immense success. It was front-paged in many of the dailies, and the caricaturists did not drop the subject for several weeks. If only all that I do say could be as successful as that specimen of what I didn't say!

It did no good to protest to the papers and ask them to quote me correctly. Some people assured me there was no harm in all the talk that was going on. "It's a sign of popularity," they said. Others, taking a good look around the room to make sure their wives were not in hearing distance, would say: "But it was the truth. For Heaven's sake, don't spoil it. All the men of the United States are under obligations to you." Others still would wink slyly: "That was a clever publicity stroke by your publisher—a hundred thousand dollars' worth of advertisement for absolutely nothing."

Now I have become resigned to the hard lot of being forever known among American women as "that horrid European novelist who said such harsh things about us, and advised American men to 'treat us rough.'"

Wherever I happen to go now women receive me with the interest inspired by a terrible creature. That is my reward for a long life of servitude under feminine domination! "Tho you dislike American women very much. . . ." That is the way all my conversations with women now begin.

I have a personal grudge against the American habit of generalization, the American willingness to erect the partial into the absolute truth.

But even if the novelist's experiences with reporters have been such as to cause him to regard them with trepidation, he nevertheless speaks highly of the American press. Of all great things in this country, including in the comparison both the great works of man and the wonders of nature, he thinks the press is the greatest thing. As he puts it:

There is no created power here so absolute, so irresistible, as that of the newspapers and magazines.

I say this in all seriousness: America shows everywhere the incidental and the transitory. Political parties go in and out of power; American opinions are this to-day and that to-morrow. Industry remodels its machinery, houses are kept a year and then torn down to make way for a larger building. Towns grow up overnight and then, in the course of the years, they are deserted and the forests, as in New Hampshire, invade the formerly busy places. Change and interchange is one of the impressive aspects of American life. But there is one thing permanent—the newspaper—the press—which never changes. It is the perpetual, the incessantly dominating force in American life.

The power the newspapers have here is not paralleled in any other country in the world. And I think their influence is to be explained by the way people live in the United States.

This country is a country of specialists, and American prosperity is based on the division of labor. Every one knows his specialty perfectly—that is all he has to do—and nothing more. Engineers, physicians, lawyers, have expensive libraries of professional books. They have no time left for other kinds of study. Reading for the pleasure of reading is an indulgence which only people resigned to poverty can afford—people, at least, who are not conscious of the pressing need of amassing wealth.

Of course, here again, I am speaking of the generality. There are many finely read men in the United States—I have met them among the writers, the professors, and the people of leisure. I have in mind, rather, the great mass of people, the millions of specially trained individuals who do one thing in life and nothing much else—and these are the people who make up the strength of the nation.

Women are the only ones here who have time to devote to literature, music, art, and general science. The American most nearly approaching the type of the European man, as regards general encyclopedic culture, is usually a woman.

Since the American man has time only for his specialty, he must trust to some one to enlighten him, in a few minutes and in a few words, on all the subjects on which he would like to keep informed. That is why every American has his favorite newspaper; and in that newspaper he believes with a credulous faith. He is capable of changing his newspaper. In that case he believes in the new one he adopts; for that, now, is the one which "tells the truth."

Fortunately, the thousands of American newspapers form groups, and the groups are hostile to one another as a matter of professional rivalry. Since there are groups marching in all directions, it is reasonable to suppose that some of them will be on the right path or on a path that is nearly right. But it will be a dangerous day for the United States if at any time all the papers, by the inevitable force of circumstance, go wrong and say the same thing. It is true that the American press is a tremendous power for good when it unites on a sound and healthy policy. But it may well happen that some day the papers will begin to assert that the sun is rising at midnight. In that case, the American people will stop its work—the most productive and effective work that is being done in the world to-day—rub its eyes, and, after looking at its papers, say: "Yes, the sun rises at midnight." And public opinion will compel everybody to say the same thing.

Mr. Ibáñez finds unjust the ever-reiterated charge of Europeans that America is solely a nation of materialists and "dollar-chasers." To hear these critics go on, one would get the impression that all other people but Americans would spurn a dollar if offered to them, he says. But this is not in harmony with the facts. Some of the peoples most noted for "idealism" have appeared in history as the most selfish and rapacious, we are told. "Sonorous words of generosity and altruism are always dripping from the mouths of their statesmen; but they go gaily on their way seizing everything they can lay their hands on." Further:

Meanwhile, the United States, the native home of materialism, and with no pretenses to idealism, has written pages of history that are almost romantic. America has fought wars, and exposed herself to danger for things that in reality were not "practical" at all, for mere sentiments, mere ideas. In the Civil War she dug deep into her own flesh and bled herself to the point of death over the question of racial adjustments and individual freedom. And in the recent war she sent millions of men across the ocean with all the vast equipment required in modern fighting; and this she did with no purpose of territorial conquest, and no thought of an indemnity, but out of pure "idealism," a desire to guarantee the future of humanity and the present of weak nations. *Don Quixote* himself could not have done a more quixotic thing. The *Don Quixote*, however, whom Uncle Sam resembled in the late war was not the ordinary ridiculous buffoon that people who have never read the story of Cervantes imagine. America was like the real *Don Quixote*, the melancholy and usually unfortunate hero, who challenges the insolent, sides with the weak, and assails the oppressor without thought of the possible odds against him.

It is probably true that Americans try to earn money harder and with more persistence than people elsewhere. Americans enjoy money-making as a sport; and, besides, they feel that money is something necessary to their existence. But Americans have learned, also, how to spend money with great generosity and for public and community good. Great universities, museums, public libraries, and other institutions, established by the legacies of wealthy men and maintained by contributions from men actually living, are characteristic of America. The wealthy people of Europe do not, as a rule, spend their private fortunes that way. Europe does not know this great humanitarian impulse which is the glory of the United States.

The United States is a practical and materialistic people; and on this national trait American power in the world is based. But the United States becomes an idealistic people the moment a crisis in human affairs demands heroism and idealism. And this will be the grandeur of America in history.

The difference between the two extremes of conduct is this: Peoples, like individuals, need to make a living day by day; but they do not feel that need of dreaming, of imagination, which the individual is always hungering for. That is why the United States is materialistic in its every-day life, but idealistic at least once in a generation. Besides, idealism is an expensive luxury. The richest of nations can not afford to indulge in it too often! It costs money, it wastes energy, and it involves danger. After one idealistic debauch, a nation must rest and sleep it off, so to speak, and store up strength and enthusiasm for the next one. Nor are rest and recuperation the only thing required. It is necessary, also, to forget. Read "Don Quixote" again. You will see that idealists, at the end of their heroic rampages, are rewarded with the general ingratitude of the human race, or, if not with ingratitude, with lack of appreciation.

REG. U.S. PAT. OFF.
TRADE
JENKINS
MARK

Jenkins Bros

Made for maximum service not merely the average

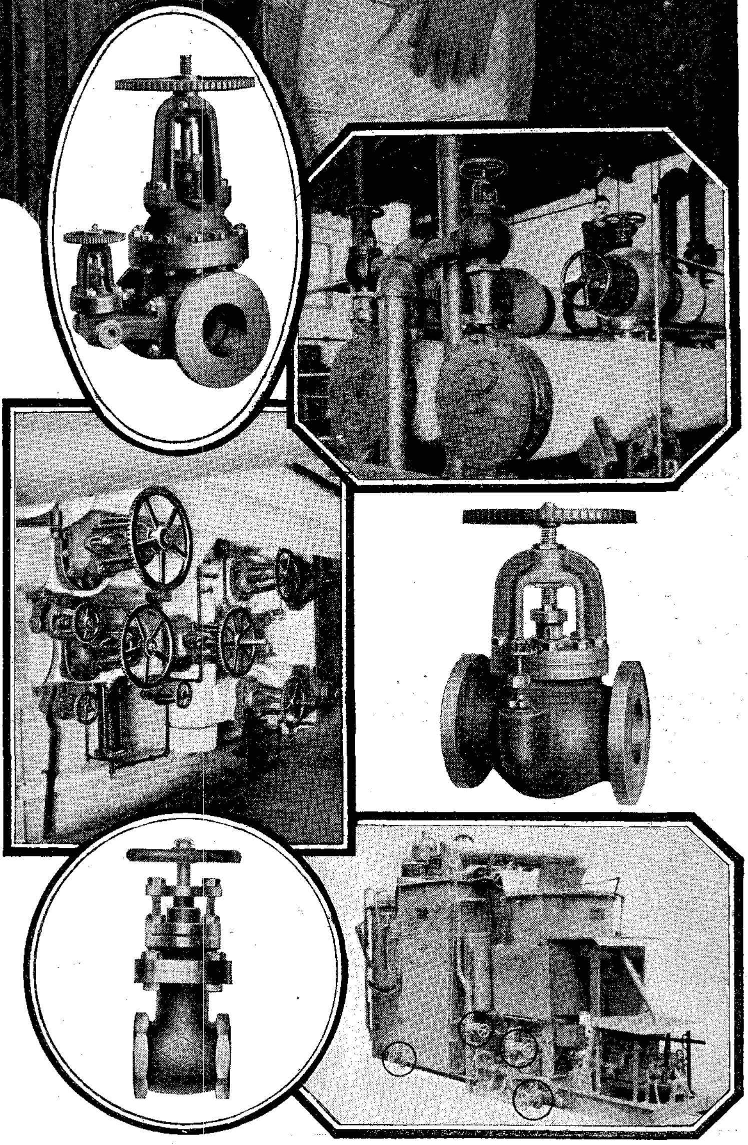
Steam, hot and cold water, soap, caustic lye, and grease pass through these Jenkins

They are installed on lines running to soap boiling vats in Armour & Co.'s soap factory at Chicago and have been in service more than ten years. The service is severe and the usage "hard", for the valves are operated often and by many people.

Because they are made for maximum service and not merely the average, Jenkins Valves may be depended upon to give satisfactory, trouble-free service when subjected to unusual conditions and "hard usage." They are heavy, and so proportioned that there is no weakness at any point.

Jenkins Valves are made of brass, iron, and steel in all types and sizes for power plants, for plumbing and heating service in factories, office buildings, institutions, and homes, to fulfill valve requirements of any industry, or for use wherever a dependable, satisfaction-giving valve is desired. They can be specified and installed with confidence in their performance on lines carrying steam, both low and super heated high pressure, hot and cold water, oil, air, gas, chemicals, and other liquids and vapors.

To engineers, architects, plumbers, steamfitters, building owners, and others, we shall gladly send information on the valves in which they are interested. Manufacturers using valves on their products are invited to write for literature. And home owners will be supplied with interesting plumbing and heating booklets upon request.



JENKINS BROS.

80 White Street - - - - - - - - - - - - New York
524 Atlantic Avenue - - - - - - - - - - Boston
133 No. Seventh Street - - - - - - - - - Philadelphia
646 Washington Boulevard - - - - - - - - Chicago
St. Louis Pittsburgh Washington San Francisco Havana

JENKINS BROS., Limited

103 St. Remi Street - - - - - - - Montreal, Canada
6 Great Queen Street, Kingsway, W. C. 2 - - London, England

Genuine Jenkins Valves are known by the name Jenkins within a Diamond Mark cast on the body. Supply houses everywhere can serve you.

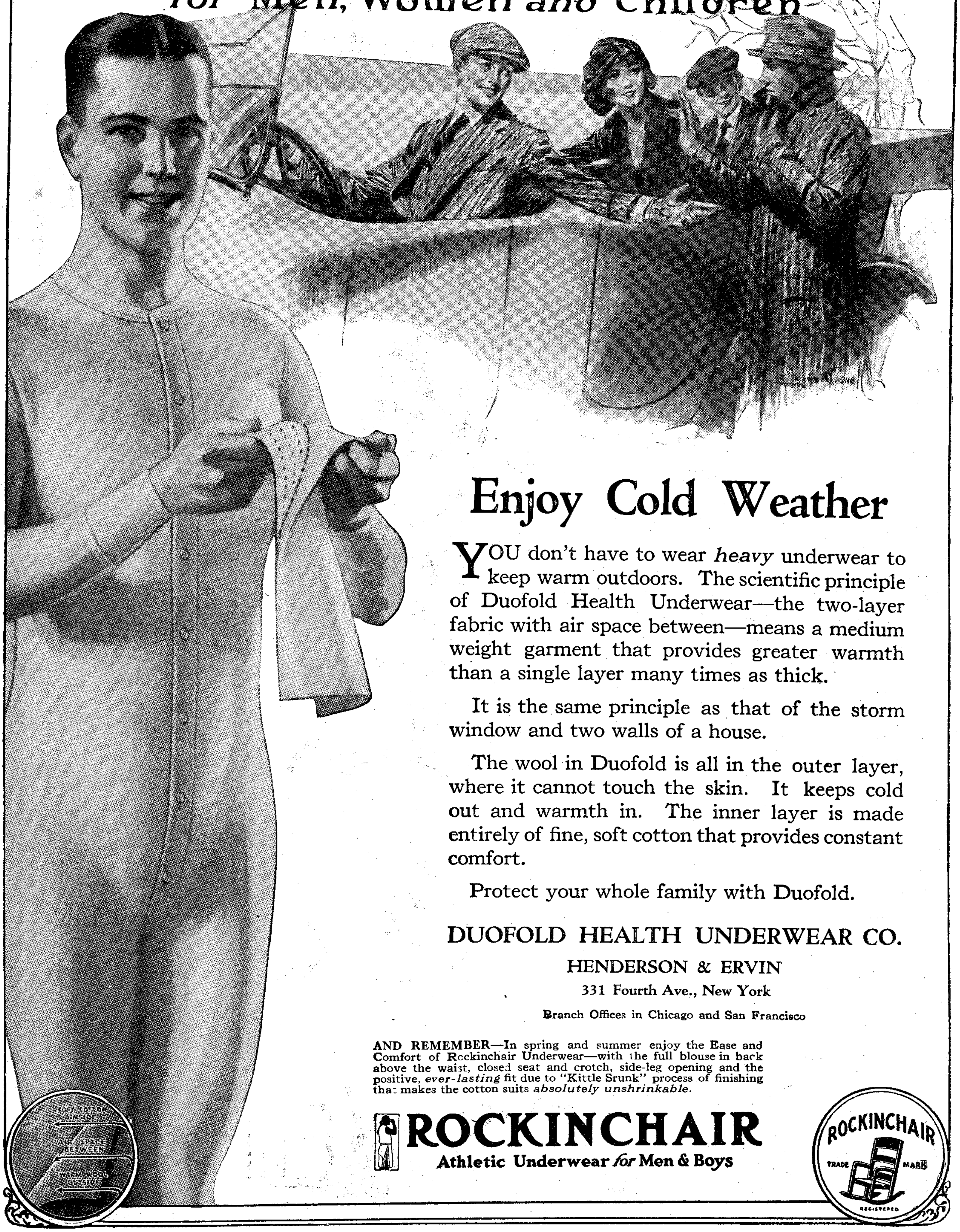
Jenkins Valves

Since 1864

Duofold

Health Underwear

for Men, Women and Children



Enjoy Cold Weather

YOU don't have to wear *heavy* underwear to keep warm outdoors. The scientific principle of Duofold Health Underwear—the two-layer fabric with air space between—means a medium weight garment that provides greater warmth than a single layer many times as thick.

It is the same principle as that of the storm window and two walls of a house.

The wool in Duofold is all in the outer layer, where it cannot touch the skin. It keeps cold out and warmth in. The inner layer is made entirely of fine, soft cotton that provides constant comfort.

Protect your whole family with Duofold.

DUOFOLD HEALTH UNDERWEAR CO.

HENDERSON & ERVIN
331 Fourth Ave., New York
Branch Offices in Chicago and San Francisco

AND REMEMBER—In spring and summer enjoy the Ease and Comfort of Rockinchair Underwear—with the full blouse in back above the waist, closed seat and crotch, side-leg opening and the positive, *ever-lasting* fit due to "Kittle Srunk" process of finishing that makes the cotton suits *absolutely unshrinkable*.

ROCKINCHAIR
Athletic Underwear *for* **Men & Boys**

ROCKINCHAIR TRADE MARK REGISTERED

PERSONAL GLIMPSES
Continued

DODGING SEARCH-LIGHTS AND SHRAPNEL IN THE OLD AIR-RAID DAYS

LIEUT-COM. MAX DIETRICH, of the *L-34*, was celebrating his last birthday at noon on November 27, 1916, in the Casino at Nordholz, and the talk was, of course, of the war, and particularly of the chances for a raid on England. Over the North Sea, where the mists from the frozen places constantly sweep down, a storm had been blowing for three days. So it was not likely that the pleasant anniversary would end with a journey by air to the country of the most-hated enemy. But suddenly the adjutant rushed into the room, and gript the attention of the mess with his message: "Gentlemen, orders to attack! The industrial district of the English Midlands; perfect prospects; the first ship must be in the air by 1 P.M. at latest." That message finished the banquet. Excited men rushed about; telephone bells rang in every direction; there was all the hurry and scurry of an unexpected departure. But First Lieutenant Frankenberg, commander of the *L-21*, bethought him suddenly. "Leave the birthday things as they are," he shouted; "we'll have our celebration to-morrow." At fifteen minutes after noon the *L-21* left its shed and set out for England. A quarter of an hour later the *L-22*, followed by *L-34*, started. The raid was on.

The London *Times* publishes, with comment, extracts from two diaries of German air officers, who took part in some of the "nightmares of the air." Captain Hollender writes of his first and most dangerous raid in England. The air-ships had soon left the coast of home behind them, and, he continues—

> In a short time we reached Helgoland. There was not a cloud in the sky, and the eye was met by a magnificent spectacle. On all sides were the gray shapes of these gigantic birds of prey, flying together over the water. On the left were the ships from Ahlhorn and Hage; in the middle our ships from Nordholz, and on the right were those from Tondern. I counted ten in all, each setting its course for Flamborough Head. Darkness soon set in and they gradually disappeared from sight; only the *L-21* remained visible for a long time, right ahead of us. Great masses of vapor floated at a height of seven thousand feet in the west; we climbed above them into the clear, starlit sky. The aurora borealis shimmered away to the north, throwing great pencils of light up to the zenith and making the horizon as bright as day.
>
> Suddenly, appearing out of the cloud-banks, *L-36* bore down upon us, only a few hundred yards away, then disappeared again like a ghost. Next, to our great annoyance, we were enveloped in thick mist, and the thermometer registered sixteen degrees of frost. We strained our eyes to pierce the obscurity ahead, whence in clear weather the enemy's country should be visible.

It was of vital importance to the *Zeppelin* commanders that they should be able to pick up their bearings as soon as they reached the English coast, says *The Times*, for once over the land, which was frequently blurred at night by ground mists, it was a matter of great difficulty to discover one's position, unless some point on the coast from which to calculate the course had previously been recognized. So, continues *The Times's* commentator—

> To assist them in this respect, photographic reconnaissance machines were sent over by day to take series or "mosaic" photographs of the coast. Every detail that might help the raiders to identify a given locality was carefully noted and marked on the photographic maps, which therefore always contained the latest information concerning factories, airdromes, and other places of interest. Sometimes the reconnaissance was carried out by a single machine flying at a great height, sometimes by a formation, ostensibly engaged on a bomb raid. The excellent discipline with which these formations were controlled was a source of genuine admiration to our flying-men.

The story now continues in the form of a diary:

> 10:15 in the evening. The slender sickle of the moon had disappeared beneath the horizon in a halo of orange light, and before me, only fifteen nautical miles away, the English coast at Flamborough Head could be seen sharply outlined. In the south a bright shaft of flame appeared, steadily increasing until it lit up the whole sky; that was where some *Zeppelin* had dropt its bombs, and the ship itself was visible, glistening in the beams of innumerable search-lights. Again the eyes of my men shone with pleasure, for they knew that we ourselves would very shortly be over the enemy's territory.
>
> The next few hours slipt by like minutes. We reached our objective amid the dazzling rays of search-lights, the banging of guns, and the bursting of shells, which came flying slowly in the rays of the search-lights like red-hot stones. Above it all we heard the explosions of our bombs, while the ship shuddered throughout its entire length. The scene was like some wild phantasmagoria. Suddenly, to the north of us, where one of our number had been caught by the search-lights, there appeared a crimson ball of fire which rapidly increased in size. A minute later we recognized the glowing skeleton of an air-ship falling in flames. We wondered who it might be.

It was the ship of Lieut.-Com. Max Dietrich, of the *L-34*, who, that morning, had been so blithely celebrating his birthday. He and his ship were shot down at 11:45 P.M. off the coast of Durham by a night-flying airplane, probably a *Sopwith Camel*. The *L-34* approached Durham from the northwest and was immediately picked up by several search-lights, from which she only escaped in flames. Altho then at a great height, the commander had endeavored to save himself by flying higher; but, goes on the English reviewer:

> It was too late. A shell struck the hull, and even from the ground the ship was seen to lurch. As there were several of our airplanes in the sky, the anti-aircraft guns ceased fire, but the damage which had already been caused was sufficient to prevent

Our First Quarrel and Our Last

THE summer we were married, things went badly at the office, and I reached home one night tired and blue, with aching feet and a chip on my shoulder.

"Oh, Jim, your awfully late," was Marion's cheerless greeting. She sank into a chair. "I'm dead tired. I've been on my feet all day and they hurt terribly."

I glanced down and noticed her ridiculously pointed shoes with stilt-like heels. I realized how cruelly her feet were distorted. Quite rashly, also quite illogically, since my own feet hurt, I criticized her footwear. It led to a quarrel.

Later, as I read the paper and Marion sewed, my eye was caught by an advertisement—

> *"Cantilever Shoes have a flexible shank which* ***gives*** *with the movement of the foot, allowing it freedom instead of binding the muscles as ordinary shoes do. Cantilever Shoes prevent and correct fallen arches, because in Cantilevers the foot muscles* ***exercise and grow strong.*** *The under-arch sole is pulled up by lacing, to fit and support the instep. Cantilevers give* ***plenty of room for the toes;*** *the natural inner sole line distributes the weight* ***without strain.*** *They do away with all the aches and ills that are due to poor footwear."*

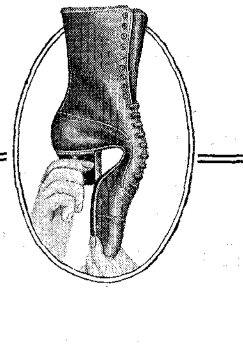
I pushed the newspaper across the table, with the advertisement face up. After awhile Marion reached for it. And I saw her eyes focus on the Cantilever ad.

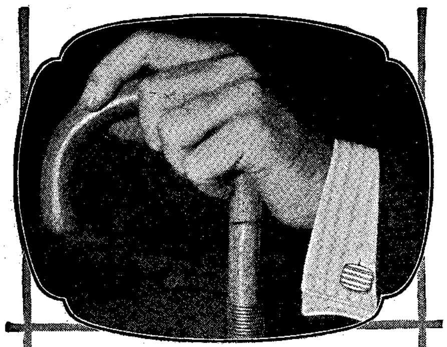
I didn't sleep well that night and by morning I was convinced that my jumpy nerves and aching feet were signs that I needed better footwear. After answering my mail, I hastened to the Cantilever Shop.

There I found Marion! We both laughed in embarrassment, and then "made up" on the spot. . . . . . . That was long ago, but we haven't quarrelled again. We've been wearing Cantilever Shoes ever since.

Cantilever Shoes are good-looking, made on trim lines, of the finest leathers. They encourage correct posture and an easy carriage, and so make walking a joy. Try a pair for relief from all foot troubles. Dealers everywhere. If you cannot find a Cantilever dealer, write the Manufacturers, MORSE & BURT CO., 1 Carlton Ave., Brooklyn, N. Y. They will mail you the Cantilever Shoe Booklet and the address of nearest dealer.

Cantilever Shoe *for Men & Women*





In the company they keep—

MOSAIN Cuff Links win on their good looks first, and because their variety of attractive designs and exquisite tones offers escape from the monotony of the same old all-duty cuff grips every day. There isn't a shirt or necktie made you cannot match with MOSAIN Links to harmonize.

MOSAIN Cuff Links are so reasonably priced, it's simple enough to keep several pairs to jibe with your shirts and ties. Your men's wear dealer will be glad to help you in selecting the best color effects and combinations.

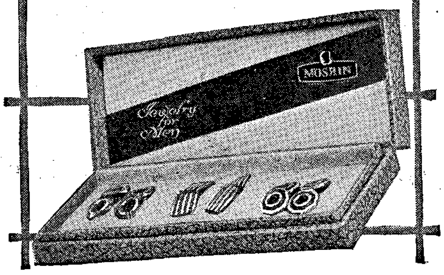
MOSAIN
TRADE MARK

There are handsome special sets of MOSAIN Cuff Links, three pairs in a tasteful case, with a handy color chart that shows you instantly what color in links harmonizes with a variety of colors in shirts. A mighty fine gift to a man friend; a useful gift to have, yourself.

Chain, post or snap styles, whichever style you favor.

FREEMAN-DAUGHADAY COMPANY
Manufacturers of Men's Jewelry
Chartley, Mass.

Makers also of MOSAIN Collar Holders and Pins for Soft Collars—At all Dealers.



PERSONAL GLIMPSES
Continued

the *Zeppelin* from outclimbing the airplanes. A burst of incendiary ammunition ignited one gas compartment and the flames rapidly spread from one end of the vessel to the other. For a time the *L-34* descended slowly in a wide arc toward the sea, lighting up the countryside like a gigantic torch; then the bow dropt and the wreckage fell vertically. While still at a great height the flames separated and the remains of the *Zeppelin* fell in two sections. Finally the blazing mass struck the sea about a mile from the land and sank in forty fathoms of water.

Before its disaster the *L-34* dropt eighteen bombs, of which ten fell in open country and two in a park. The six that fell on the town itself only wounded eight people, but one woman died of fright. Apparently the end of the *L-34* marked the end of Captain Hollender's experience of the raid, for he continues:

> By 1:30 A.M. the raid was over. As we made for home, darkness again enveloped us. Far behind many patches of flame on the ground bore testimony to the success of our raid. While I was contemplating the scene the pilot suddenly exclaimed that the ship was rapidly losing height. This was hardly to be wondered at, for we discovered that the compartments inside the envelop had been riddled with shrapnel and the splinters of shells, and the gas was pouring out. It was a moment which demanded a cool head. Owing to the darkness no part of the ship was visible. As quickly as possible I brought her down below two thousand feet in order to ease the internal pressure, and thus to lose less gas. Apart from this consideration, the engines developed more power at that height. Everything superfluous was thrown overboard and disappeared into the depths below. The machine guns, every drop of our ballast water, even the petrol, as much as we could spare, were sacrificed in this way. In spite of all, I had little hope of bringing the craft safely back to its base, and my spirits gradually sank as I thought of lying somewhere beneath the waters of the North Sea.

Captain Hollender was not the only raider in trouble at that moment, *The Times's* commentator notes:

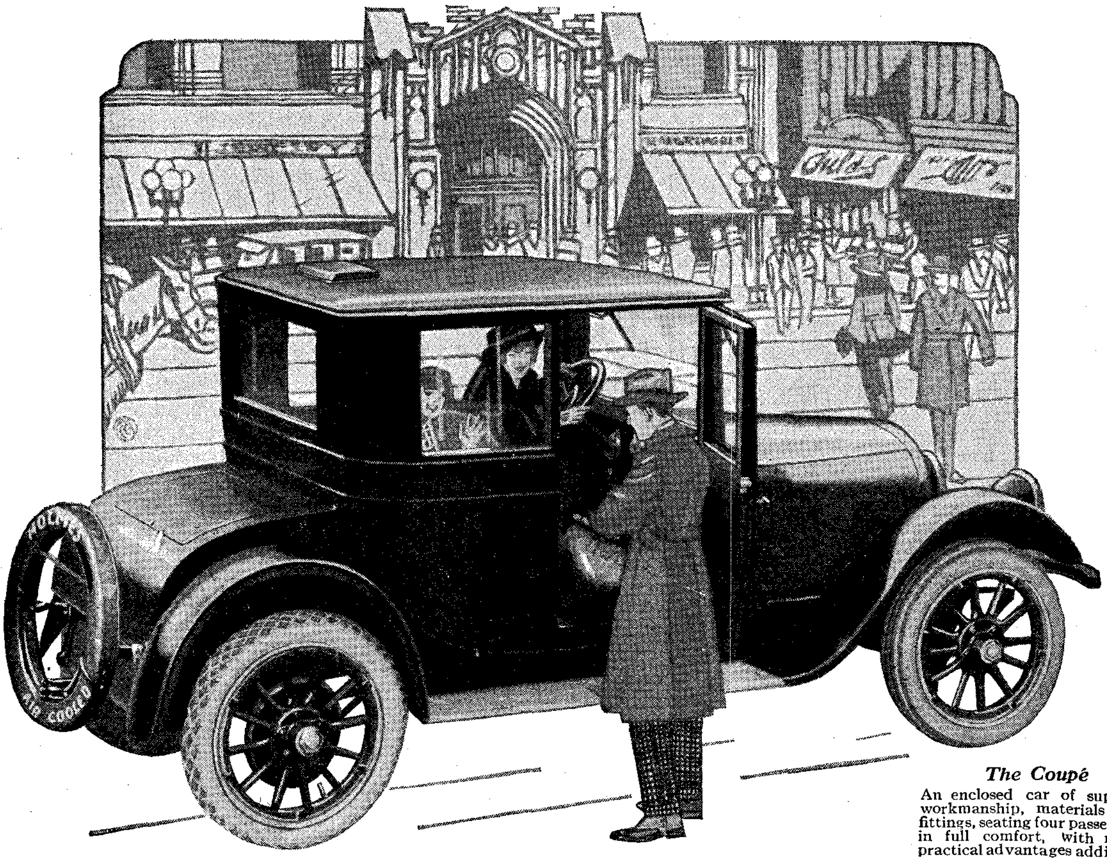
> For about the same time First-Lieut. Z. S. Frankenberg, of the *L-21*, was trying to fight his way to the coast with a crippled air-ship. He had dropt his bombs at various places in the Midlands, with no result except that a few houses were damaged and one man was injured. People who watched from the ground noticed that the ship was flying very high, and was apparently in constant apprehension of attacks, for her course was most erratic. All the way back to the coast the *L-21* was harassed by anti-aircraft fire and airplanes and pursued by search-lights.
>
> No sooner had it passed beyond the range of one battery than another opened fire. A shell struck the hull, and the air-ship rose rapidly to a great height, where the haze of night screened her from the guns, and where the airplanes were shaken off. Yet the shell must have inflicted serious injury, for at dawn she appeared over the Norfolk coast, very low and apparently crippled. The rising wind checked her speed, and the helpless vessel was almost at the mercy of every air-current. Slowly she forged her way home, drifting rather than flying, while the increasing light marked her out more clearly for the anti-aircraft guns. In spite of the innumerable shells that burst all round her, she passed beyond the range of the batteries and gained the sea.
>
> For a time it looked as tho the ship had escaped, but the naval airplanes that went up in pursuit caught her above a bank of sea mist. The machine-gunners on the top platform of the vessel struggled to ward off fate until the end. Fifteen minutes after the airplanes had caught her a burst of incendiary ammunition set the gas on fire. Blazing from bow to stern the *L-21* dived into the sea and disappeared. Ships were hurried to the spot in case any of the air-ship's crew should have survived, but nothing was to be seen on the surface of the water except a film of oil and a black scum.

Unaware of the fate that had overtaken his companion, Captain Hollender was still over the North Sea, striving to keep his craft in the air and bring it back to land. The last phase of his adventure had better be told in his own words:

> The men were so enthusiastic over the raid they had just carried out that they were quite unperturbed, and did not even fully appreciate the danger. I therefore quietly ordered the officer of the watch to get into touch with the admiral of the fleet by wireless, to report on our raid, and to add these words: "The air-ship has been badly damaged by artillery-fire, and is urgently in need of assistance." Five minutes later we received an answer to the effect that torpedo-boats and cruisers were being dispatched, and in the gray light of dawn we met the second torpedo-boat flotilla scouring the sea in search of us sixty nautical miles northwest of Borkum. A rising west wind helped us along, and the gas expanding as it grew warmer increased our lift. This turned the scale in our favor, for we reached the neighboring airdrome at Hage with the last drop of petrol in our tanks. Everything movable had been thrown overboard, and the engines could not have kept going for another half-hour.
>
> There was no return to Nordholz that day, for both our other ships had fallen victims to the terrible fire of the enemy. The birthday had become a day of death.

On another occasion the *LZ-97* bombed London. The weather chart on April 25, 1916, showed favorable conditions, according to an account which *The Times* takes from a report made by First Lieutenant Lampel, and there was every reason to hope that the prospective raid on England would actually take place. Instructions had been given that the ship was to be ready to leave the ground at 6:30 P.M., says the narrator, and goes on:

> We had only landed at dawn after a longish cross-country flight and forthwith refreshed ourselves by a short sleep for our coming deeds. All that afternoon we were busy making preparations for our expedition, and exactly at the time given the commander stept on board his ship. . . . After a hearty "Good luck," a hundred brawny arms pushed the gondolas upward into the sky. Every man was filled with an inexpressible joy; we were off to England!
>
> A long journey lay before us, the first section being over conquered Belgian territory. After a short time Brussels had



The Coupé
An enclosed car of superior workmanship, materials and fittings, seating four passengers in full comfort, with many practical advantages adding to the convenience of the owner.

HOLMES
Improved Air Cooled

Either accept this as a fact or let us prove it to you. Holmes Improved Air-Cooling is the most efficient cooling system ever devised for an automobile.

Unlike water cooling systems it will not boil, freeze nor overheat under continued motor operation at heavy load (mountain climbing, mud or sand plugging, continued high speed or long driving in low gear).

It needs none of the complicated parts (nearly 200) necessary to water cooling and eliminates all the rigidity and weight of these parts which add nothing to ability and only make the car harder riding and more expensive to maintain.

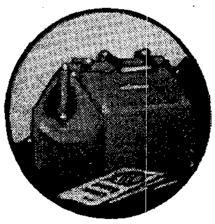
It moves two or three times more air over the cooling fins than any other system of air cooling.

Indirectly, by reducing weight and permitting greatly increased chassis flexibility, it influences riding quality to the extent of making driving equally comfortable over all roads.

In owner service the average fuel consumption is 18-20 miles to the gallon in this big, roomy car of 126 inch wheelbase; good drivers easily get 25 miles and records run as high as 61.4 miles; speed averages of 30-40 miles an hour are easily maintained in comfort over country roads; tires last well over 10,000 miles.

Prove these service claims for yourself—ask us for the name of the nearest dealer, and he will be glad to allow you to demonstrate Holmes advantages to your satisfaction.

The Holmes Automobile Co.

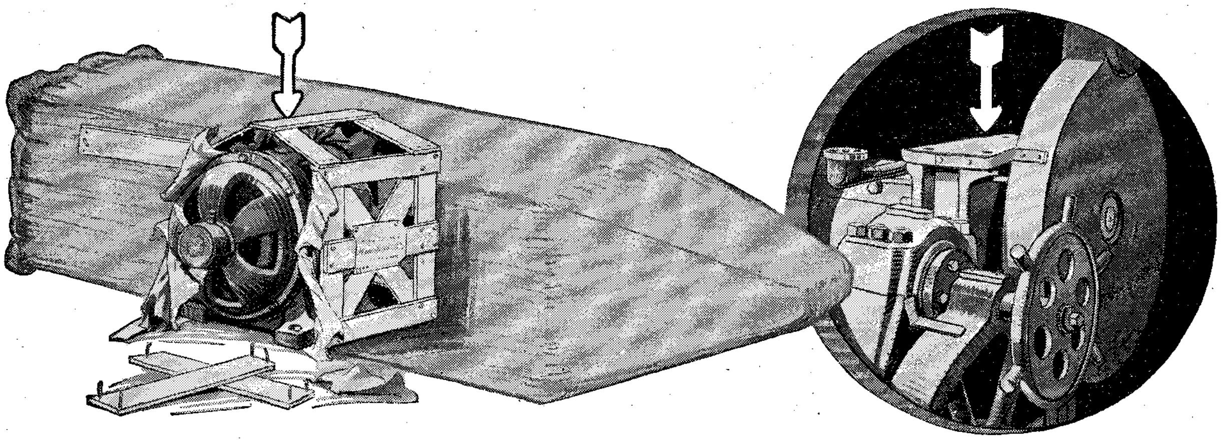


Canton, Ohio

Distributors in all principal cities

LINCOLN ELECTRIC MOTORS

A Square Peg for a Round Hole



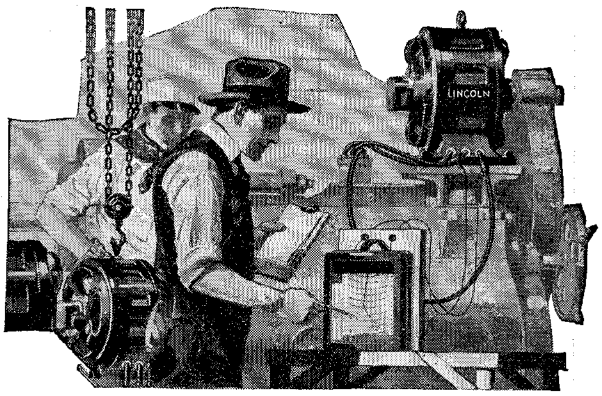
HERE is an electric motor coming from one manufacturer—here is the machine which it drives coming from another manufacturer. These two pieces of equipment have never been fitted to each other, yet they are supposed to work perfectly together.

It is like trying to "fit a square peg in a round hole"—for the chances are three to one that the motor is larger than necessary, too small for safety, or perhaps the wrong type altogether.

Lincoln Motor Engineers are making a tremendous drive for the correct application of electric motors to machinery. They are going to the machinery maker—working with his engineers—testing Lincoln Motors on his machines—and definitely establishing the correct Lincoln Motor for each and every machine in his line.

This policy is saving thousands of dollars once wasted in unnecessary power bills, loss of production or damaged equipment due to improper and careless motor application.

It will save money for you if you will request your machinery maker to supply all machinery complete with correct size and type of Lincoln Motor.

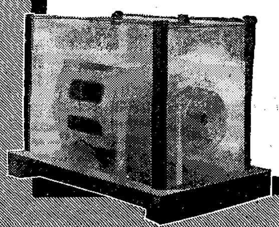


Lincoln Motors are 40 degree motors—their capacity for work is approximately 25% greater than the "50 degree" or "continuous rated" motor.

Also Sold By The Fairbanks Co.

Lincoln Motors are the only motors sold by the 23 branches of The Fairbanks Co. under their famous Fairbanks "OK"

The Lincoln Motor operated under water at exhibitions and conventions for over 3 years without damage to windings.



"Link Up With Lincoln"

The Lincoln Electric Company

General Offices and Factory, Cleveland, O.

The Lincoln Electric Co. of Canada, Ltd., Toronto—Montreal

New York City
Buffalo
Syracuse
Cincinnati

Chicago
Detroit
Columbus
Pittsburgh

Philadelphia
Boston
Charlotte, N. C.
Minneapolis
Hartford, Conn.

been passed, and darkness drew on apace. It was well into the night before we reached the coast, and for hours after that we cruise over the English Channel, which could be seen dark green, almost black, beneath us. . . . . . .

Over England at last! Our hands are drawn to the bomb-release lever like iron to a magnet; but the time has not yet come. London is our objective, and there still remains a good two hours' flight before we arrive at our journey's end. Below us everything as is still as death and the country is perfectly darkened. Not a gun is fired, not a search-light directed at us. The English naturally do not want to give away prematurely the position of their defense batteries and the towns which they protect.

Far, far away we make out a light, and soon after a second. They lie on our course. A short calculation follows. We must be right over London. Impenetrable shadows envelop the gigantic city, only pierced here and there by minute pin-pricks of light. Yet even so the various districts and the main streets can be unmistakably recognized in the moonlight. We know that the eyes below must also be watching us, but the silence remains unbroken. Did they really hope that we should not find their London?

At high speed we steer for the City, the commander standing on the bombing platform. The electric lamps which he has now switched on glow with a dull varicolored light. His hand is on the buttons and levers. "Stand by!" he cries. The first bomb has fallen on London.

We lean over the side. What a cursed long time it takes between release and impact while the bomb travels those thousands of feet. We are strongly under the impression that it is a "dud"—until the explosion reassures us. Already we have frightened 'em; away goes the second, an incendiary bomb. It blazes up underneath us and sets fire to something, so that now we have a fixt point (which we have already flown over), and can make our calculations of drift and speed. While one of us drops bombs the other makes observations. Compass and ruler are plied on the navigating-table. Now the second incendiary hit is visible. Scarcely has its flame leapt convulsively upward, surrounded by countless red sparks, when we hear the crash, so loud that it is audible above the roar of the propellers. At the same moment on come the search-lights, reaching after us like gigantic spiders' legs, right, left, and all around. In a moment the bright body of the ship lies in the beam.

"Hard aport!" The steersman spins his wheel, and in a moment the ship obeys its helm. We are out of the bright light and again in depths of night. But it is no longer pitch-dark. The countless beams of search-lights fill the sky with a livid light. They have lost us, strike, as it were, wildly past us, catch us once again, go on over us; one remains still, the others hunt around, crossing it or searching along it for its objective, while we steer in quite a different direction.

A vague twilight envelops us. It is pitch-dark inside the gondola, with the exception of the very faint spots of light from the pointers on the instruments. Many-colored stars are still dancing before our eyes, the result of the dazzling search-lights.

We are over the sea. The man at the elevating wheel rubs his eyes, blinks, quickly slides open the shutter of his lamp, and flashes it on his instruments. The gondola is lit up as the light gleams on the aluminum.

Then hell is let loose! They have long lain in wait for us down below there, and now the little dot of a gondola-lamp has betrayed us. In a moment the search-lights of the war-ships in the Thames estuary have caught us and hold us fast. A fresh violent bombardment begins. "Put out that light!" The commander reaches over the steersman's shoulder and switches off. But the ship, once caught, can not get away from the search-lights.

Shell after shell comes for us, among them incendiary shells; they burst dangerously near. After ten minutes the light grows fainter, and the firing leaves off. Again we travel through the dark and silent night—for hours. . . . . . .

Between Bruges and Ghent two hostile airplanes are reported from the top platform. I take my stand at the starboard side of the forward gondola with a machine gun. I see them coming, but they are too high. I can not bring my gun to bear unless we get above them. Aloft on the platform the machine gun is chattering. A stream of flaming bullets flickers past us, too short.

Again and again at frequent intervals there are bursts of fire overhead. We know them of old! The commander orders a climb; they can't cope with us in that. They are, of course, faster than we are, but we can beat them at climbing. . . . . . .

Suddenly our machine gun on the platform opens fire again. They have managed to overtake us, and attack us again, this time from below. We must not let them get above us at any price. If we get underneath now they can dive on to us.

We climb. The gas blows off like mad amid the rattle of the machine gun. Minutes go by of the tensest excitement. Again the incendiary bullets flicker. Again too short! Then all at once one of the airplanes turns away and goes down in a side-slip. It is suddenly surrounded by fleecy puffs. We are close to the Dutch frontier. Nevertheless, it goes on down, and must therefore be damaged, probably by bullets in the engine.

The other airplane does not like the look of things. He has probably expended all his ammunition; at any rate, he sheers off and disappears.

When we look at the altimeter we find that we have broken the air-ship height "record."

The rest of our journey home was accomplished without further mishap, and we landed at our own airdrome after a flight of nearly twelve hours' duration. Our gallant craft had left its first war-flight behind it: our bombs lay in the city of London.

About the same time, notes *The Times*, the *LZ-87* raided Ramsgate, and the *LZ-93* raided Harwich. Their commanders had similar experiences to relate concerning the violence of the British anti-aircraft barrage, and the deadly effect of their bombs. The impressions of the German flying-men are thrown into sharp relief by this British official report on the raids:

April 26, 1916.

No fresh facts have been reported concerning the *Zeppelin* raid last night. The Thames estuary was visited by the raiders, and over one hundred bombs were dropt. Not a single casualty is to be recorded.

With reference to the raid over the eastern counties, the total number of bombs discovered is about one hundred. There was only one casualty. The damage consists of the death of one horse, the destruction of a haystack, and much broken glass.

An uncannily vivid picture of a night-bombing raid on Paris is given by Major Keller, who worked his way through the anti-aircraft barrage and witnessed the inferno caused by the bombs. Nervous tension grips him, his observer, and his pilot, as they near the lines. From far below, the writes—

Search-light beams in ever-increasing numbers wander nervously to and fro. A broad barrier of light lies before us, showing that the enemy is still well supplied with *matériel*. We have got to get through. Several search-lights catch our machine and hold it fast. Suddenly all round us it is as light as day. The bursting shells come nearer; their explosions almost drown the noise of the engines.

Only by sharp turns and increased speed can we escape from the dangerous glare. The experience and skill of the pilot bring us through. Thank God! we are in black night again! I turned round; another machine is having a bad time with the search-lights and shells; probably a young flier still lacking experience.

We near our objective. The machines ahead of us have already stirred up the wasps' nest and started the defenses in full swing. Ring upon ring of search-lights encircle the objective, small ones and big ones and the great fat extrasuperfine ones which can reach any height. From all high points above the objective there is continuous flashing. Strings of "flaming onions" rise from the earth. Barrage. A machine has got right over the objective and dropt its bombs. A fire leaps up, growing ever larger; we can recognize the blast-furnaces of the steel-works in its light. Now comes our turn—right into the blazing caldron of hell! The illuminated blast-furnaces give us a good mark. We are not yet discovered; the search-lights are still busy with the machine in front.

We are flying fairly high. The observer stands up forward in the *nacelle* and, aiming through the bomb-sight, makes a signal to the pilot. Now! He pulls the release lever and one bomb after another slips from the clutches of the machine.

The first explosion causes the defense to notice the fresh enemy. All the search-lights are turned suddenly on to the space above the target. They try to seize us with their mighty arms and pull us down. Putting on speed, we try to escape from their embrace, but all in vain. A big beam manages to catch us and holds us fast. All the other search-lights at once turn their beams on us. It is impossible to wriggle out of their grasp. The anti-aircraft guns get on to us and immediately something happens—there is a terrific crash between the two left-hand planes. We all think we are done for now. It is not so bad as that. It is only a bit of shell which has hit and splintered the left propeller. The pilot switches off the engine on that side; we must now get on with the power of the other one alone. Meanwhile we have got so far from the objective that search-lights and guns give us up and fall upon our successor.

One engine alone is not sufficient to keep the machine in horizontal flight, and we steadily drop lower. Nevertheless we succeed in crossing the front and its search-light barrage without further damage. We have one consolation—we have got safely

PERSONAL GLIMPSES
Continued

away from the enemy. But what sort of forced landing shall we have? We are only one thousand six hundred feet up; the earth is black beneath us. And then—Heaven take pity on our plight! suddenly to our left blaze the three familiar landing flares. An emergency landing-ground! The distance, indeed, is still somewhat great in proportion to our height, but the calmness and skill of our pilot overcome this difficulty too. We land fairly between the white lights. Back on mother earth once more, thanks to our good luck and our gallant pilot!

“EVERY MAN HIS OWN COOK”—ASSISTED BY MR. EGAN

HAGGIS and other doleful compounds of Scotch cookery, properly eaten only to the music of bagpipes, were responsible for the ferocity of John Knox and the regret with which Mary Stuart departed from her beautiful France, in the opinion of Maurice Francis Egan, former United States Minister to Denmark. Of course, there are bad cooks in other countries also, according to Mr. Egan. For many years, he says, the worst cooks lived in the United States, England, and Ireland. But the Scotch cookery he simply styles “barbaric,” and lets it go at that. Mr. Egan delivers himself of his ideas on cooks, cook-books, and cooking in an article in *The Bookman* (New York), entitled “Every Man His Own Cook.” The former Minister does this, it appears, largely from patriotic motives, for, as he says, “this is a crucial time when all men and women of foresight must be prepared to be their own cooks,” and he adds that if he can induce only one man to pursue a course of study too much neglected, he feels that he has contributed something to the Humanities. Mr. Egan at least impliedly gives one the impression that he is qualified to speak on this subject by virtue of experience. He says that in the fall of 1918 when everybody had the “flu” he was left alone to act as both cook and amateur doctor “with nothing in the house except a bottle of the New York *Sun's* cholera mixture.” It was at this time, it seems, that he became familiar with cook-books, taking refuge, he says, in “Caroline King's Cook-Book,” of whose merits he speaks in terms of high praise. He also expresses his appreciation of Mrs. Will Low's “French Home Cooking,” tho he avers that Mrs. Low didn't tell him that rice, “used in soup with a lavish hand, for the reason that there was a lot of it, would naturally stick to the bottom of the pot.” Such things as that, he opines, probably come by instinct to a woman, but a man has to learn them by hard knocks. In his article Mr. Egan names a number of the leading cook-books and points out the distinguishing feature of each. He begins with the “Old Creole Cook-Book,” which he says is not only a cook-book but literature. To quote:

> It is *vers libre* in form. Length of line does not make poetry; but poetry is, above all, suggestive, and you can not read ten pages of the “Old Creole Cook-Book” without having all the poetry of France marshal itself before you in a passing vision. You visualize the famous chickens in the pot of Henry the Fourth. And his *sauce Béarnaise* makes you see the white plume of Navarre, and you feel again the benevolence of that great king whose first desire was that each of his subjects should have a fowl on Sunday; and, of course, you pass to the Creole *pot au feu;* and then by and by you strike a glorious symphony in okra and shrimps, and are introduced to many of the products of the Far South, which only the French knew how to use; and each product has its history, and each festive dish brings pictures of the old Creole days. You can read many family histories in the “Old Creole Cook-Book” if you have the right kind of vision, for each feast-day has its symbolical menu, and there is much room for the famous *pralines* of pecan and other confections!

But the writer finds nothing to stimulate the imagination in English and Scotch cook-books. On second thought it occurs to him that he has never seen a Scotch cook-book, though he concludes that there must be one or two, probably written in the language of Carlyle. This is what he says about the English:

> The cooking of England was always rather heavy, even in the monasteries; they added very little to the methods of cooking fish; altho no self-respecting monk could live decently without a fish-pond—for he had learned the difference, which our modern cooks seem to have forgotten, between living and dead fish. There are even people who have been known in New York to eat soft-shelled crabs without seeing with their own eyes that the crabs were alive! Altho England produced a hundred religions, it invented no new dish after the Reformation, and even hot-cross buns are said to have been invented by the Scarlet Lady.
>
> Those unhappy islanders show no powers of invention; and strange enough, the Irish, whose worst enemies will at least credit them with imagination, have slavishly followed the method of cookery of the hated Saxon and have turned out even worse cooks. There is only one dish which a sensitive palate learns to relish in Ireland, and that is a boiled fowl with parsley sauce, bacon, and cabbage; but one cannot live by this alone, and presented day after day it becomes as tiresome as continuous partridges. The Irish, like the English, boil their vegetables in water, and until recently these vegetables seemed to consist entirely of potatoes and cabbage—a perfect cabbage, it must be admitted. The Irish have not even that doubtful privilege of possessing vegetable marrow, which in some parts of England is proudly pointed out as an almost exotic addition to the bill of fare!

Mr. Egan speaks rather pessimistically of cooking in our own country. There are too many *chefs* while good cooks apparently are non-existent. He adds, hopefully, that he believes he can see signs of improvement. “The appearance of late of a number of very good books on cookery shows that a change must be at hand,” he writes. The concrete example he proceeds to cite, however, is not encouraging:

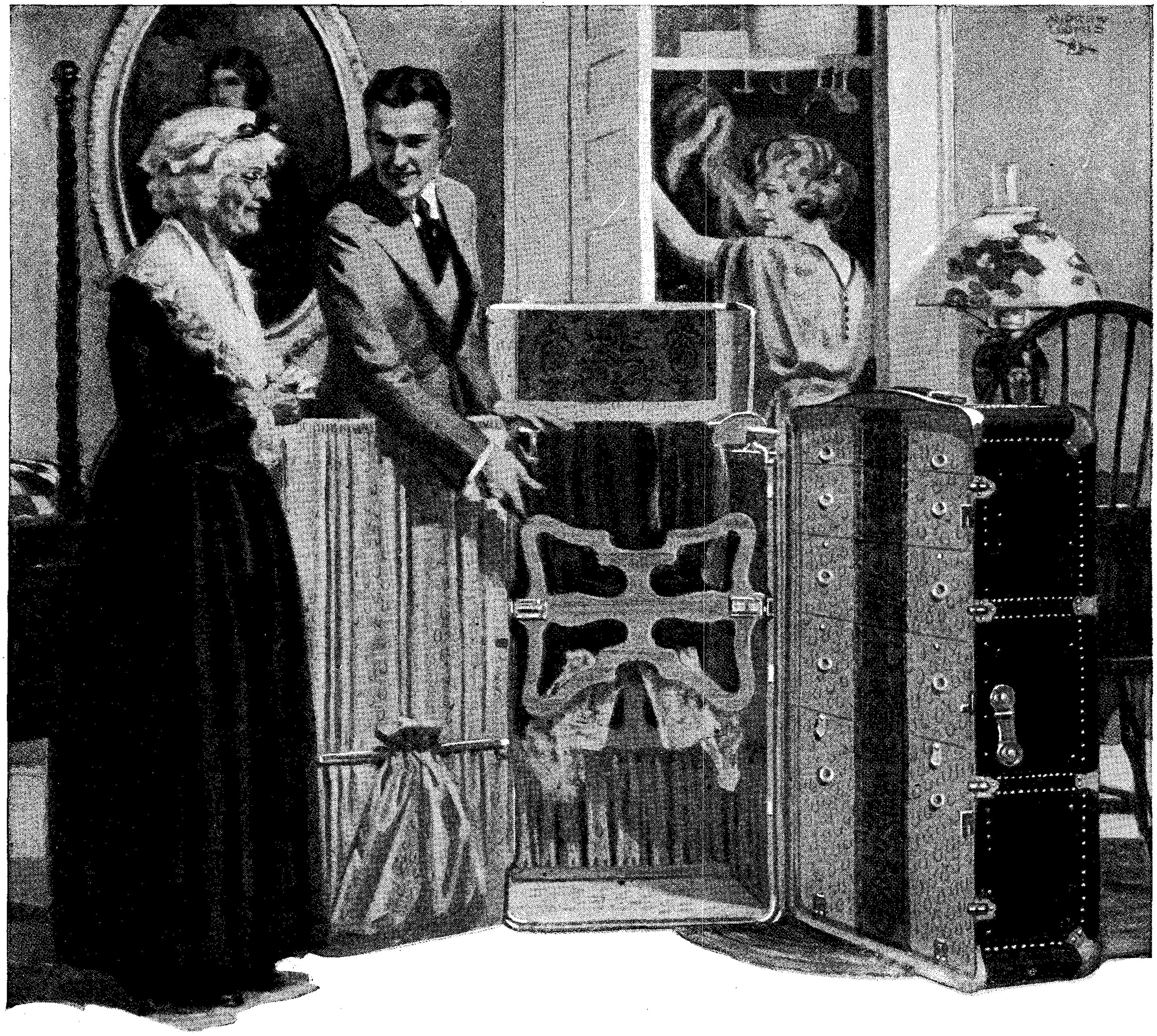
> In our country we have begun to improve; but the conservatism which made the frying-pan rampant the principal blazon on our ancestral shield seems to be running madly to the other extreme. In the South, where there are delectable dishes, which when well done are perfect, the minor hotels have become afflicted with a craze for novelty and abandoned themselves to it deliriously. Down in Mississippi, for instance—where my chance companion at breakfast one morning stirred up two soft-boiled eggs in an equal amount of Worcestershire sauce—I happened to ask for an egg-cup. This caused great confusion. “We always break the eggs for guests, sir,” said the waiter, “but I'll call the *chef.*” The *chef* turned out to be a very black and very fat woman, who said, in a haughty manner: “What you don't see on the menew, don't ask for.” The bill of fare was decorated with French phrases and fly specks, and half a dozen dabs of substances, all of which tasted like hominy, were haughtily presented to each guest. In truth, there are no more cooks in certain parts of our country; they are all *chefs* and, while they are very surely certain to assert the dignity of labor, they are equally sure to shirk its responsibilities.

The fact is referred to that in real bang-up cookery liquor plays an important part. This element now, of course, has to be dispensed with in this Sahara-like country of ours, and so Helen Watkeys Moore has come to the rescue with a book on how to make all kinds of drinks, and other things, without alcohol. This volume is entitled, “On Uncle Sam's Water Wagon,” and Mr. Egan says of it:

> The volume contains five hundred recipes for “delicious drinks which can be made at home.” There is no doubt about the attractiveness of this admirably arranged little book; but why does it open naturally at an “invalid drink” named “Castor-oil and Sarsaparilla”? It has an air of melancholy, tho on the next page one finds a brilliant “Cranberry Cordial.” No matter how appetizing the chapter on “Fruit Drinks and Cider” may seem, it can never approach the vividness and authority of the three-hundredth edition of the “Bartender's Guide for Making a Hundred and Fifty Cocktails!” Still, nothing that can be done without the aid of the Demon Rum is omitted. Mrs. Moore's treatment of ginger ale and ginger shows great discrimination and a fine imagination, and her recipes for making chocolate are as satisfactory as if they were the work of a Mexican *chef.* There is a bewildering array of certain popular mixtures called “Sundaes” and a distinguished maple sirup which would be an ornament to any table. Mrs. Moore tries to be gay and to give an air of festivity to her masterpiece; but even the abandon of her “Grape High-Ball” cannot restore lost illusions.

Mr. Egan mentions some more cook-books and the particular features of each that make them worth while. We read:

> Whether she is Madame or Mademoiselle, Mary Green is a very distinguished person; she writes the clearest and most economical of all cook-books. She has not the richness of imagination of Marion



AS she looks at the modern Indestructo Wardrobe Trunk, Mother's memory goes back to the monstrous old Saratoga. And she cannot help exclaiming, "Another thing that the present generation has to be thankful for!"

No greater advances have been made in the development of travel comfort and security than are shown by these twentieth century Indestructo Wardrobe Trunks, with their dreadnaught construction, marvelous convenience, and rich beauty.

NATIONAL VENEER PRODUCTS CO.
INDESTRUCTO INSURED TRUNKS; N. V. P. TRUNKS
MISHAWAKA INDIANA

INDESTRUCTO

Insured INDESTRUCTO Trunks *Trunk Makers* Modern N.V.P. Trunks

Easy Home Shopping

Over a half century ago, Daniel Low established the Daniel Low good-will for ABSOLUTE SATISFACTION. Today over 150,000 families are saving time, trouble and money by doing their Gift Shopping by mail the Daniel Low way.

The Daniel Low "Gift Book" places before you a most interesting display of unusual gifts, remarkable for their variety, good taste and value. Send for this book. Use the coupon below.

Man's Monogram Belt Handsome new sterling silver monogram buckle, 2 or 3 initials, on fine black bridle cowhide belt. Give size and initials. M283 5.75

Basket Brooch Sterling silver, very daintily enameled. R3388 1.25

"Chickie" Brooch Heavy sterling silver, attractively enameled in little yellow chicks R3381 1.00

Such Slippers All genuine sheepskin with the natural fleece inside. So soft and comfortable one hates to remove them. A splendid gift. All sizes Give size. W335 Rich brown color, fur edge 4.50 W350 Natural color, light brown without fur edge can be dry cleansed 3.50

Book Ends Priscilla and John Alden for Christmas 1920. 300th Anniversary of Plymouth, Antique bronze finish very heavy 6 in. Z912 Pair 5.00

Narcissus Tub delightfully hand painted with 3 large bulbs. Gift boxed. N82 1.00

Dutch Silver Basket Very handsome new shape with flower wire, 13 in. high. F1913 10.00

Book Ends Finely modeled and naturally colored, Clark and Pingree Doorways. Z955 pair 5.50

Salem Basket Charming hand painting on flexible Chinese straw basket, convenient 12 in. size, gift card. N986 2.00

Send for the "Home-Shopping Gift Book." Choose at home from this unusual display of jewelry, silver, leather goods and novelties, gifts of all kinds, suitable for all purposes. Satisfaction and safe delivery are guaranteed; charges prepaid. Clip the coupon; send for the Daniel Low 168 page Gift Book.

Valuable information about diamonds is given in the Daniel Low DIAMOND BOOK. Ask for it. It will save you money.

DANIEL LOW & CO.
209 TOWN HOUSE SQUARE
SALEM, MASSACHUSETTS

NAME ____________________

ADDRESS ....

CITY ....

PERSONAL GLIMPSES

Continued

Harland, who wrote at a time when eggs were merely eggs and not objects of luxury, nor the firm magnificence of Mrs. Farmer, who can not conceive of roast duck without real oranges. She is right, of course, but oranges are now hot-house fruit.

Men, as a rule, are not permitted to have an opinion about cookery; to them it must be always a thing above reason; it must be a superstition that the art is an occult gift belonging only to the gentler sex. "There! swear again!" is the only reply of a self-respecting woman who makes, year after year, pie-crust of that soggy quality which one always misses in English tarts, because they have no under-crust. The ideal American is supposed to take food on faith and in charity, but without hope. Mary Green's book is written down to the weak masculine mind. It is called "Better Meals for Less Money." I have taken the trouble to ask a famous *chef* of my acquaintance—who is leaving this country because he cannot reach the highest points of his art without an improper amount of Sauterne and Madeira—for the best recipe for decent pastry; and he points to Mary Green's book. It is a book for all; I recommend it especially to campers-out and to any bachelors who, owing to the high cost of living, are compelled to "do" light housekeeping; I have the impression, which is confirmed by competent counselors, that this is the very best book of its kind, and the most economical.

"Better Meals for Less Money" will not please the really esthetic. Mary Green is capable of serving asparagus without regard to the color of the candle-shades; but as a guide who speaks very practically and authoritatively to livers made lonely by unsystematic cookery, Mary Green is a bright particular star.

Cora Moore—this method of addressing a lady is not sufficiently formal, I know, but perhaps she will be kind enough to take it as a tribute of respectful affection when I say that her "Twenty-four Little French Dinners and How to Cook and Serve Them" is a masterpiece. It would reform the American kitchen if it could be placed in every home. It is true that Cora Moore does not corroborate the statement of Brillat-Savarin that small birds, dipped in a little salt, should be eaten with the fingers. The anxious inquirer will find no solution of this question so often asked by the over-refined. Allowing for this omission, the book is perfect; it will not do for a gift for silver weddings, for by the time of that anniversary the party of the second part has generally ceased to be open-minded on the subject of cookery, and her husband's palate has become incapable of further improvement; but every young bride should have a copy of this volume included in the trousseau. Cora Moore points out that a hundred religions and only one sauce are detrimental to the progress of a nation. She is one of the greatest reformers of the last ten years. She has studied the simple story of Columbus and the egg, and in her direct and efficient way laid her index-finger on the weakest point of the household cookery in these United States—the absence of sauces.

Democratic Americans do not care for these refinements, you may say—you might as well assert that men do not eat sweets by the ton; but the average man is a helpless creature. He faces an over-done beefsteak, adorned with those horrible little wooden knobs out of cans called "button mushrooms," and is inarticulately unhappy; he wants something better, but he has never been taught to know what he wants. Like Tennyson's infant, he has "no language, but a cry." He really wants sauce Béarnaise, a very simple thing which you will find on page twenty-eight of this very precious book—and there is the *sauce d'anchois*. Who, after having tried these sauces, will endure the perpetual egg-compound with boiled cod, or the never-varying and indigestible dab of butter, touched with lemon, on fried flounders? Cora Moore says truly that the bane of American cookery is monotony. The author casts glowing rubies before us; to call them pearls might seem invidious.

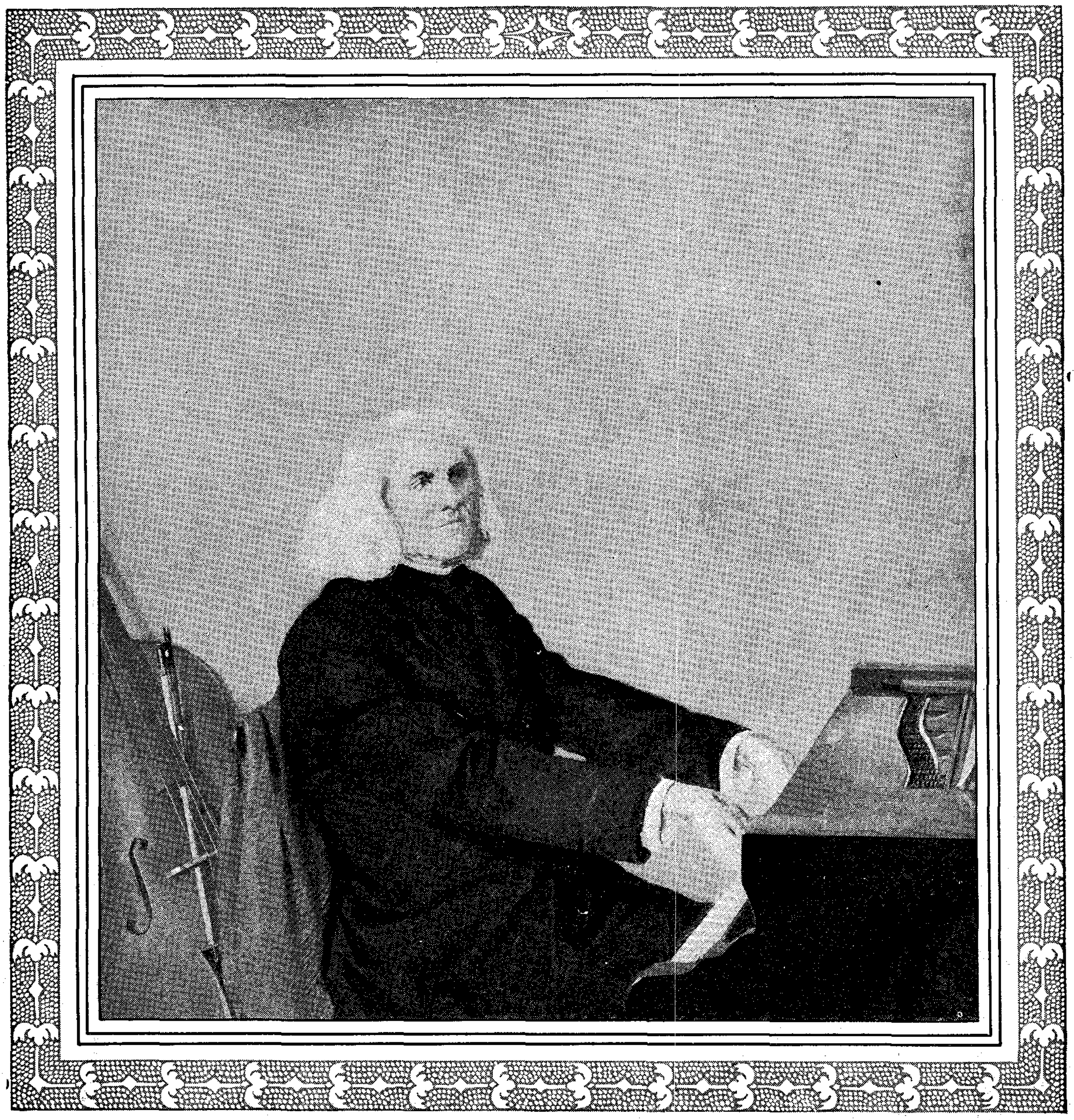
The writer is especially charmed with "The Gardener and the Cook," by Lucy H. Yates. Of this volume he speaks in glowing terms:

> Mrs. Yates on the use of the onion is positively "divine"—as the late M. Vatel, who was *chef* to the equally late Duc d'Orléans, might have said before he committed suicide when the turbot did not arrive in time.
>
> These paragraphs are fitly called "Onion Days." You should read, too, what she says about glazed turnips; and every child in our public schools, male and female, ought to be compelled to learn by heart what she says about the making of salads. In fact, these paragraphs might be grouped together in every school reader, and put before "Curfew Shall Not Ring To-night," or take the place formerly occupied by "Spartacus to the Gladiators."

TRAGEDIES OF THE OIL GAME

VAST wealth and tragedy vie with each other to make life interesting in the oil-fields of the Southwest. The fame of the wealth travels farther, but the tragedy touches a greater number of lives. Everybody hears of the individual who gets rich quick by striking a "gusher," but the hundreds or thousands who not only fail to get rich, but in many cases lose what they start out with, have nobody to advertise them. Of course, the losers, big and little, furnish most of the tragedies in the hectic oil regions, but once in a great while it happens that even a man's attainment of his heart's desire in the way of wealth may be attended by tragedy. A case in point is the story of John Smith, a poor farmer who was made rich overnight by striking a thousand-barrel well on his land, and then, instead of living happily ever after, found himself far worse off than he had been before. As the story is told by Landon Laird in the Kansas City *Star:*

> Smith had a big mortgage plastered on his land and was worried sick as to how to meet it. His money was all gone, the general store had refused him further credit on his groceries, and a few "penny-ante" oil men, drilling on one corner of his lot, seemed just to be making an infernal racket and getting nowhere.
>
> One day he went in to his little town and beseeched the general storekeeper for further credit.
>
> "I'll pay," he swore. "Honestly, I will. I've been on the square all my life, and I'll get the money somewhere to settle up this bill, and all I owe you."



Franz Liszt at his Steinway

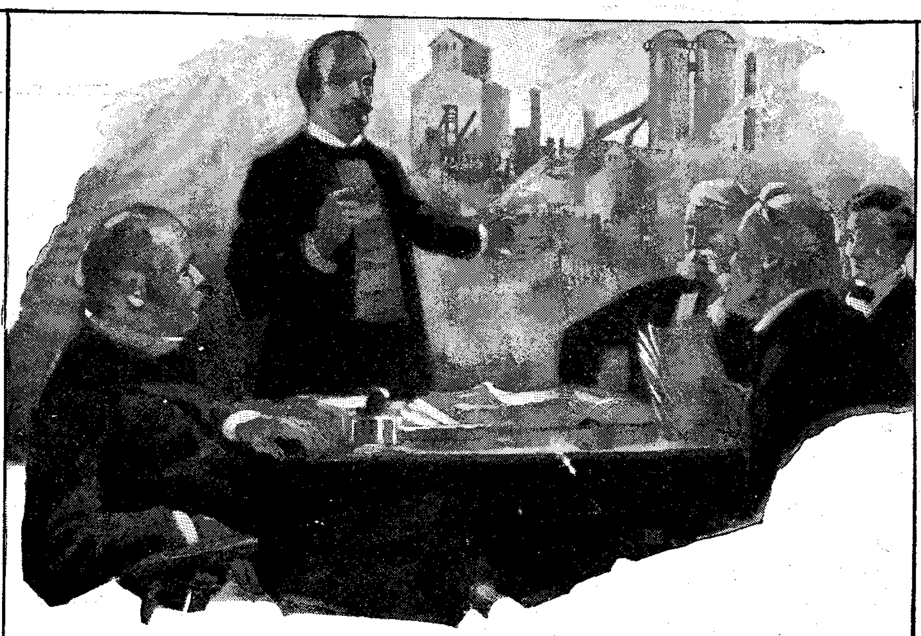
STEINWAY

THE INSTRUMENT OF THE IMMORTALS

IN the old house where Franz Liszt passed his last years, still stands his Steinway. Here the master of Weimar played for the rulers of the earth who came to do him homage. And here, too, played other masters of the piano—friends and disciples of Liszt's—men such as Rubinstein, dePachmann, Joseffy! Many a young genius set fingers to a Steinway for the first time in this house of Liszt's. And it is worthy of note that almost without exception they, too, chose the Steinway—just as Liszt had done before them, just as the masters of today have done after them.

STEINWAY & SONS, Steinway Hall, 107-109 E. 14th Street. New York

Subway Express Stations at the Door



Yesterday's Vision

How Art Metal has kept pace with American Business

Many years ago some men conceived of that time when American business would so increase as to leave the rest of the world laps behind in the race for commercial leadership.

And it was at this time, in planning for the needs of the business office of the future, that the Art Metal Construction Company made its contribution to business: *Art Metal steel office equipment.*

From the very start, and right down to the present day, the makers of Art Metal established the standards for steel desks, safes, cabinets, etc. As business grew, Art Metal kept pace by adding to its line, by improving each product, by extending its organization until today it is world-wide.

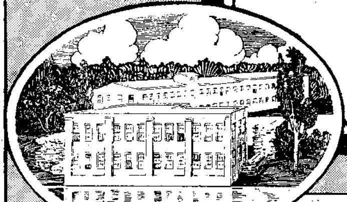
Other manufacturers have come into this industry, but Art Metal has grown to mean so much that all steel office equipment is often referred to as "Art Metal."

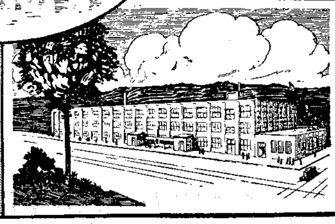
There is really only one Art Metal—the steel office equipment made by the Art Metal Construction Company of Jamestown, New York. This concern is the largest manufacturer of its kind in the world. Its branches and agents reach everywhere.

Art Metal

JAMESTOWN, N. Y.

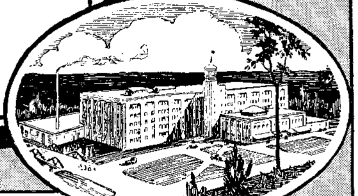
The name of one company - not of an industry

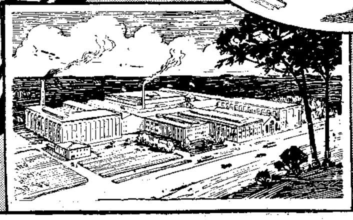




Plant 3 (above) and Plant 4 (right) of Art Metal Construction Company at Jamestown, N. Y.

Art Metal
Jamestown, New York
U·S·A





Plant 2 (above) and Plant 1 (left) of Art Metal Construction Company at Jamestown, N. Y.

PERSONAL GLIMPSES
Continued

The storekeeper had a kind heart, but the "northwest extension" is a new settlement, and a dollar in the hand there is worth ten in the rig.

"What's your security?" he asked Smith.

A wild-eyed oil "roughneck" burst in the door, looking for the farmer.

"Smith," he gasped, "we've struck oil on your land! She's a thousand-barreler, sure as anything! Come on back, quick!"

Smith raced for the door with the worker.

"That's my security!" he shouted at the storekeeper as he went out.

The early estimate on Smith's well, for once, didn't prove incorrect. It was a "thousand-barreler," and, with oil selling at $3.50 a barrel and the landowner getting a one-eighth royalty, Smith's income was easily $400 a day, or $2,500 a week.

Smith's first act was to pay the storekeeper every cent that merchant had coming. Then he paid off the mortgage on the farm. Then he looked around to see which of his relatives had mortgages to be paid off, and they were plenty.

One had a $1,000 lien covering his land, another a $5,000 one. Every one of the family owed money for this or that. Smith gallantly promised to take care of it all.

He paid off mortgages, he settled bills, he "took up" notes until check-books' capacities seemed insufficient, and his hand was tired with writer's cramp. Still the relatives were not satisfied.

"John settled a measly old $100 note on me, and paid off a $5,000 mortgage for you," one would complain to the other. "Seems to me I've got $4,900 coming, or he's as tight as I always thought he was."

That talk grew and multiplied and piled up on itself until Smith didn't have one iota of the popularity that was his when he was a struggling farmer.

"You did this for Jim," was the constant cry. "Why didn't you do it for me?"

And the wives—one to another.

"He paid a $3,200 note for Callie's husband. For us he only paid our bills and gave Jim a $1,000 bank account. I always figured him for that sort of a man. Now, if Jim had struck all that money—"

The only persons who saw Smith's case in its true light were his banker and the general storekeeper.

"Tell 'em all to go to grass, and get out of here," they advised him. "That gang is driving you crazy with its howls. Take your family and get out—and get out quick."

"No," said Smith. "I mustn't have my relatives thinking I'm selfish."

And the mad scramble for his dollars continued.

One day he went into his Wichita Falls bank.

"Give me $3,000 in silver," he demanded.

It was an unusual request, but Smith was a good customer and the bank granted it.

Out to his farm he went that night, and locked himself in his little private room. His family, hearing the murmur of voices, peered through the window.

They saw Smith sitting before a table, on which was piled row on row of silver dollars. He was shuffling them into stacks, counting them carefully, arranging them, altering the piles, arranging them again.

"This for Jim, and this for Harry, and this for Art's wife," he repeated to himself. "This for Callie and this for Nora and this to stop Mary talking. This for Joe—"

His wife feared the eventuality the banker and storekeeper had foreseen and attempted to force her way into the room.

"Daddy," she cried. "What's the matter?"

Smith looked at her as tho he never had seen her before in his life. His eyes became blank. He was insane.

To-day Smith is in an asylum in northern Texas. His money, tied up fortunately so his relatives can not get it, is used to give him every comfort he can have, and to take care of his family.

But he doesn't recognize the family. He doesn't know what his comforts are. His sole pleasure lies in the pile of silver dollars that never leave his cell.

He shuffles them into stacks, counts them carefully, arranges them, alters the piles, arranges them again.

"This for Jim, and this for Harry, and this for Art's wife," he says over and over. "This for Callie and this for Nora and this to stop Mary talking. This for Joe—"

Old-timers in the oil-fields are all agreed that the oil game is a hard one. "You never know your luck," they say, and to illustrate how evil one's luck may be, they tell the story of Jeff Davis, a practical oil man who spent thirty years and $200,000 making holes in the ground and then at the age of fifty went to the county authorities and told them he was flat, too old to drill any more, and also too tired and too sick, and ended by suggesting that he be sent to the poorhouse. Here is the story:

Davis had just one big lifetime ambition. That was to strike a well of his own. He would save his money like a miser, denying himself even the slightest comforts of the oil-fields, get enough to buy a lease of his own, pay for getting equipment on the ground, but he never made the lucky "hit."

Time after time he tried, and time after time he caught dry holes. His hair turned from brown to silver, from silver to white, and still he couldn't put it across. Companies gave him "tips," geologists volunteered their text-book knowledge, "scouts" told him where other wells were flowing, and where the nearest good, unproved land lay. Still it was no go.

"Jeff" reached his fortieth year, turned to a red notebook in which he kept his "production" figures, and took an accounting. He had sunk twenty years of his life and $100,000 of his earnings into the earth, and got not a nickel return.

"The luck has to break," he told himself. "I'm working and fighting too hard to lose all the time. If I plug my heart out I ought to win, sooner or later."

Back to his drills in the Texas fields, he went again, once again passing up comforts, even necessities, in his desperate fight to get a "stake" to hit a winner with.

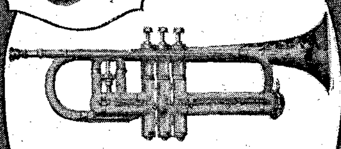
Once again he made his "stake," and lost it—made it again, lost it—made it again, lost it. He was $150,000 in the hole then, and about forty-five years old.

"I've still got five years left in me," he figured to himself. "I can rake up another $50,000 in that time or a little longer, if I break my back to do it. I'll try Stephens County, Iowa Park, 'Burk's' northwest extension. They can't be looking the other way all the time."

He made his fifty thousand and still found them 'looking the other way.' Wells came in to the right of him, to the left of him, everywhere but on his little leaseholds.

When Davis saw $200,000 sunk in the dirt and not a cent on his side of the ledger

THE Noss family have been playing big musical show engagements in New York for years, always using Conn instruments. They write: "Your latest model saxophones are a revelation to us all. They have again proved your remarkable ability to surpass your former efforts."



Master This Popular Instrument *Quickly*

WEAVING through the melody with a fascinating tone and lifting lilt that puts zip, zest and tang into a fox trot or one step—that's the saxophone, king of the popular orchestra.

Cultivate Your Musical "Bump"

Learn the scale in an hour—*popular airs in a week or two.* A Conn makes it doubly easy; it's built to be quickly mastered.

The new Victor Cornet sets a new standard for ease of playing, purity of tone and accuracy of pitch.

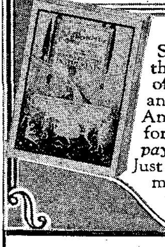
A Guarantee Bond With Every Conn

C. G. CONN Ltd. 1122 Conn Bldg. Elkhart, Ind.

Agencies in all large cities

WORLD'S LARGEST MANUFACTURERS OF HIGH GRADE BAND AND ORCHESTRA INSTRUMENTS

Awarded Highest Honors at World's Expositions. All Exclusive Conn Features at no Greater Cost.



Free Book

Send the coupon today for this big free book—the story of the saxophone; all band and orchestra instruments. Any one you select will be sent for six days *free trial; easy payments* when you buy Just mention the instrument that interests you.

Clip This Out Now

It will bring you interesting facts about the wonderful opportunity in music for *you.*

C. G. Conn, Ltd.,
1122 Conn Bldg., Elkhart, Indiana.

Gentlemen: Please send me your free book and details of your free trial offer.

*Name*____________________
*Street or R. F. D.*____________________
*City or State*____________________
*Instrument*____________________

Will there be a Victrola i

If any one thing more than another can add to the joys of Christmas, it is music—and the Victrola can bring into your home, any music you may wish to hear.

The Victrola is the one instrument to which the greatest artists have entrusted their art—an unanswerable acknowledgment of its artistic achievements. Moreover, the Victrola is the only instrument specially made to play t these great artists have n

Christmas day and through all the years to the newest of the worl yours to enjoy.

By all means get a Vi mas, but be sure it is a some other instrument n $25 to $1500. Victor d

Victor Talking Machine Co., Camden, N.

This trademark and the trademarked word "Victrola" identify all our products. Look under the lid! Look on the label!
VICTOR TALKING MACHINE CO. Camden, N. J.

Victrol

REG. U.S. PAT. OFF.

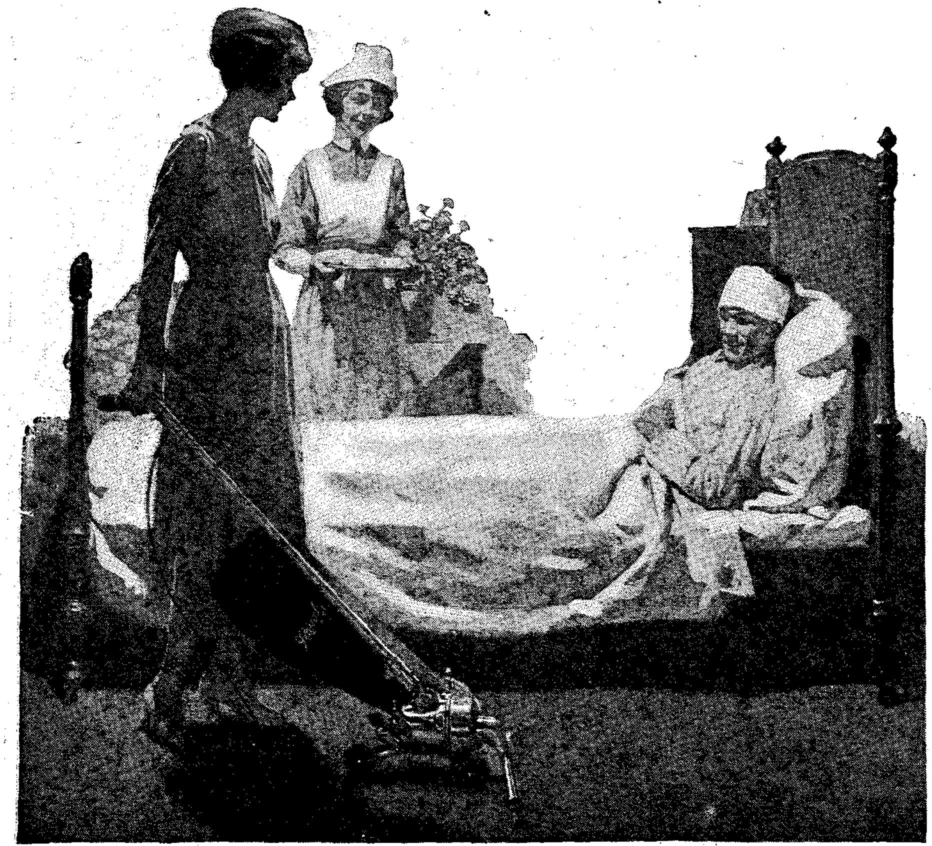
our home this Christmas?

ls which

er day
best or
may be

Christ-
and not
nitation.
ywhere.

Norman Price



Health-Giving Cleanliness and Cheer

IN no place is absolute germ-free cleanliness more important than in the sick room. The Royal with its powerful cleansing air stream quickly and easily removes all the germ-laden, health-menacing dirt. And there's no dust raised to annoy the patient and settle on the bed and furniture.

The wide 14-inch nozzle is specially designed to reach under the bed and furniture without awkward stooping, straining or lifting. It gets all the dirt in the most remote nooks and corners.

The Royal Cleans by Air—*Alone!* Thus it purifies and freshens, leaving the room sweet, clean and wholesome.

How *many* cleaners we make must always be second to how *good* we can make them. Therefore, it is not always an easy matter to buy a Royal when you want it. When you do succeed, please remember that you have the cleaner that represents the prime achievement of an organization that has devoted ten years to perfecting a cleaner worthy of its name.

BY INVITATION
MEMBER OF
NEW YORK, U.S.A.
This emblem of membership in the Rice Leaders of the World Association is your assurance of satisfactory quality and dependable service.

The P. A. Geier Company
5100 St. Clair Avenue, Cleveland, Ohio

ROYAL
QUALITY SERVICE
ELECTRIC CLEANER
Cleans By Air-Alone!

PERSONAL GLIMPSES
Continued

he gave up. He went quietly to the county authorities and told his story.

These two stories are rather unusual, however. Most of the hard-luck tales in the oil-fields deal with the losses of "little fellows," men and women who invest from a few hundred up to several thousand dollars in some promoter's glittering proposition. The following is a typical story of that kind:

There was a plot of acreage in southwestern Oklahoma that oil men had watched for some time. The structures were unproved and the possibilities of oil lying beneath the surface were rather a "she loves me, she loves me not" affair. A company of farmers took the big plunge, however, leased ten thousand acres on the structures, and put them in the hands of geologists, who returned a favorable report on the oil prospects.

The farmers than called in a big Kansas oil company and made it the usual proposition that the oil-fields know so well.

"Sink us a well," they pleaded. "We'll give you five thousand acres if you'll make it 2,500 feet deep."

The company agreed and began to drill and the farmers started selling the balance of their holdings at anywhere from $5 to $100 an acre. Their five thousand acres were sold and resold until finally exactly $500,000 was tied up in leases on the plot, with the oil company still drilling. Remember that by this time that $500,000 represented the little investors' money.

The company got down to twenty-five hundred feet and found no oil.

"We'll go lower," the drillers said. "It may be a deep sand."

Down to 3,165 feet they went, when they met one of those accidents common in the oil-fields. They lost their tools in the hole.

"That's too much," the oil company decided. "We give up."

That's just what it did, because its directors had shown at the start of proceedings that they hadn't been born the day before, by selling enough of their five thousand acres to pay for the drilling.

Who lost on that deal? The farmers? Not by a long shot! They made money in their speculation on leases, lots of it. The company? Wrong again. It had sold an even $106,000 in its newly acquired acreage before it started drilling, and was a little to the good on the venture. The little investors? Yes.

The snags liable to be struck by men not familiar with the oil game are numerous, one of them being described in the following story:

A group of farmers bought a 280-acre tract and formed a company to drill in the center eighty acres. They were stockholders in the organization themselves, sold some stock to their friends, and had a good chance, they thought, to make money on their investment.

They waited a reasonable time for results from their well, and didn't get any, and began to wonder what was what—and why. They sent an emissary out to question the driller.

"How far down are you?" the questioner asked.

"Seven hundred and forty feet," the driller answered placidly.

The questioner looked at the driller, looked at the driller's crew, which didn't seem to be working any too hard, and went back to his company to ask a few questions there.

"How much have we paid out on that well?" he demanded.

"Fifty-six thousand dollars," was the answer.

"How much is that driller getting?"

"Eighty-four dollars a day for his screw, and all expenses."

An oil man whose lease was next to the "white elephant" the company was paying for dropt in and confirmed a few suspicions that had begun to form in the unlucky directors' brains.

"I don't know that 'bird' you've got out there," he said. "But he's either a fool or a cheat. Watch him a while. He's drilling with a standard rig in rotary territory, and either is crazy or is playing you for 'suckers.'"

The company decided the latter was the case and discharged the driller on short notice. To-day the hole is just as that worthy left it. The farmers who wanted to make money but didn't know the oil game have found it was two and one-half miles from the nearest production.

B. L. T. TELLS HOW HE RUNS "A LINE O' TYPE OR TWO"

A GIFTED palmist once told B. L. T., conductor of "A Line O' Type or Two," in the Chicago *Tribune* that he had a remarkable faculty for getting other people to do his work. The "colyumnist" does not deny the possession of this faculty, and it is probably because he is so blest that he finds running a "colyum" so simple—"as simple a matter," he says himself in "The Colyumnists' Confessional" in *Everybody's Magazine* (New York), "as driving a golf ball; 'you let the club-head do the work.'" The club-head in this connection, it is explained, is the contributor, the person who finds something wise, witty, waggish, or whimsical and sends it in bent on "making the colyum," as the phrase goes among the fans. B. L. T., or Bert Leston Taylor, to give him his full name, seems to appreciate the efforts of the contributor, and speaks feelingly of him in "The Confessional" as follows:

> He contributes because he yearns to express himself, and he needs a vehicle for his thinklets. But he is, generally, particular about his company; he likes to feel that he is a member of a family of choice intelligences. Once installed there and managed with a firm but kind hand, he will work his head off, content with an occasional "Very good," or "Not so bad," or "We have seen worse." If he gets out of hand, he must be "treated rough"; he must be reminded that you accord him space which you could fill very much better yourself. This usually returns him to a proper frame of mind.
>
> His enthusiasm is boundless. My eyes sometimes grow moist when I think of it. Captains of finance will let their morning mail cool, or will miss the noon golf special in order to concoct a promising wheeze. Traveling men ride with their

Even among the rich children are starving

Dr. Wm. R. P. Emerson says: "A careful study of children in private schools and the families of the rich shows almost equal prevalence of malnutrition with the families of the poor." One child in every three is undernourished.

THAT one child in every three here in America, the world's greatest food-producing nation, should be underfed, undernourished, seems almost unbelievable.

Yet experts in nutrition have made that statement after study of thousands of American boys and girls of all classes.

We must face the facts. Every father, every mother must give the subject grave thought and quick attention if we are to have in coming generations stalwart men and healthy women.

It is not that our children get too little to eat. Children of the well-to-do and of the rich, Dr. Emerson says, show undeniable evidence of malnutrition.

The condition, in most cases, is traced rather to lack of food of the right kind, to an insufficient supply of certain food elements.

The sixteen elements of nutrition

The body requires sixteen food elements (see list in panel) if it is to attain its full development and carry on its natural functions in health.

Each of these elements is essential to life; we must have them all.

In the whole wheat grain Nature provides the sixteen vital food elements in more nearly the proper proportion than in any other food, save possibly milk.

But man, in the modern methods of wheat preparation, removes and rejects the six outer layers of the wheat kernels, commonly called the bran. Many of these vital elements are found almost wholly in those outer layers. They're thrown away.

Only in the whole wheat grain can all of them be secured.

Nature provides flavor

In Nature's larder health and energy are not separate from delightful tastes and flavors.

Thousands have found this to be so—in Pettijohn's, a whole wheat breakfast food of rich and gratifying taste.

Served with cream and a little sugar, if you wish, it makes a vital energy ration that old and young delight to eat.

Look at the table shown here. If your child is below his or her normal weight—try Pettijohn's.

If the child is irritable, nervous, pale-cheeked and generally tired, don't just say "it's his nature." Those are signs of malnutrition. Give him Pettijohn's.

If you yourself are feeling below par, lacking in energy and vim—try this whole wheat health food. Many grown-ups who suffer from congestion of the intestinal tract need only its natural bran laxative to set them right.

Your grocer has Pettijohn's—or will gladly get it for you. Make tomorrow's breakfast of this appetizing, sixteen-vital-elements food.

Made by the Quaker Oats Co., 1627N Railway Exchange Building, Chicago, U. S. A.

The 16 vital elements of nutrition

Oxygen	Sodium
Hydrogen	Chlorin
Nitrogen	Fluorin
Carbon	Silicon
Sulphur	Manganese
Magnesium	Potassium
Phosphorus	Iron
Calcium	Iodine

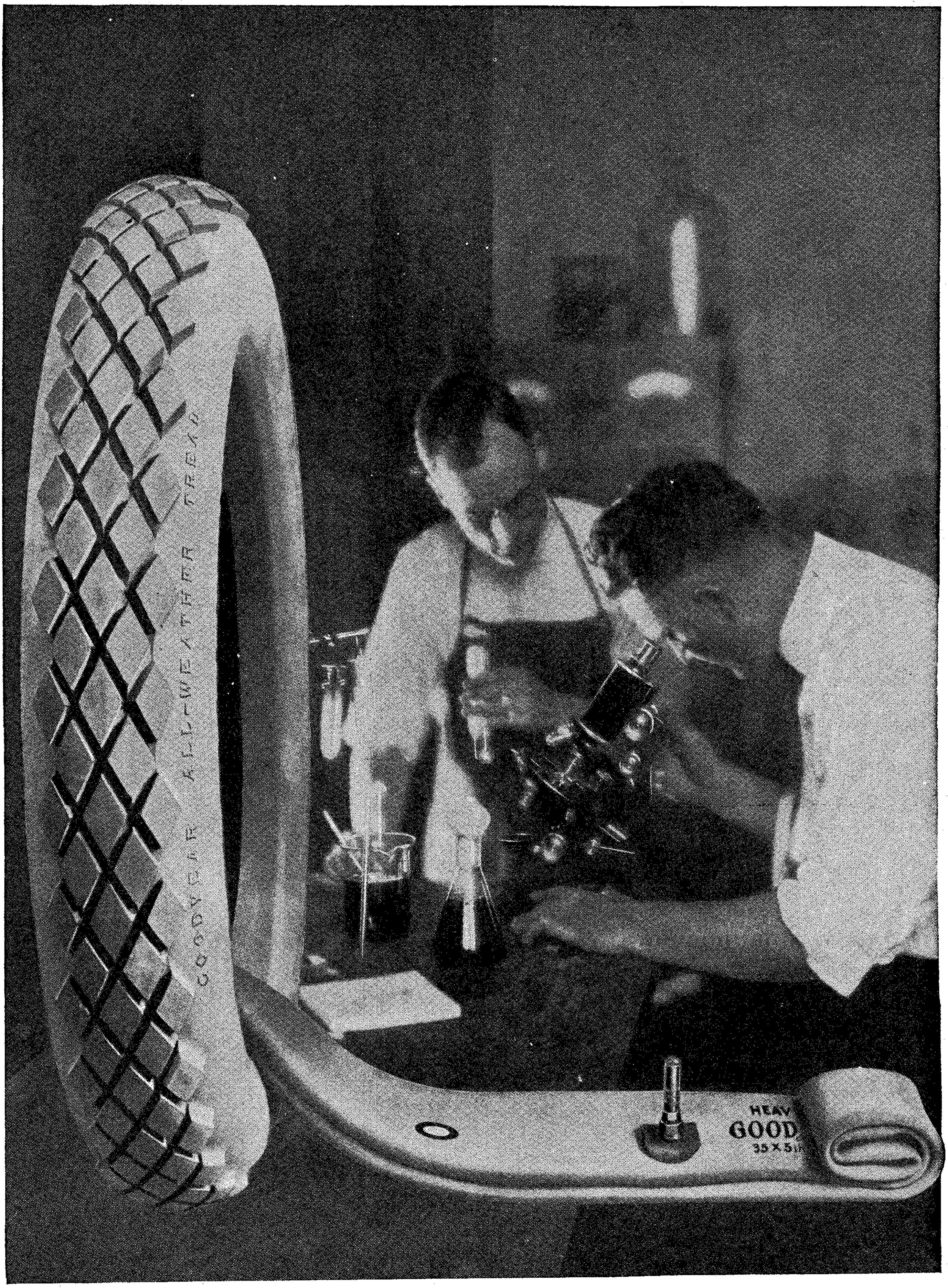
Are your children under the weight shown by this standard table? If so, they need more of the 16-vital-elements food

Height Inches	Boys Average wgt. for height Pounds	Girls Average wgt. for height Pounds	Height Inches	Boys Average wgt. for height Pounds	Girls Average wgt. for height Pounds
35*	28.7	28.6	49	55.4	55.8
36*	30.0	30.0	50	59.6	58.3
37*	31.6	31.5	51	62.5	61.1
38*	33.2	32.7	52	65.8	63.8
39	36.3	35.7	53	68.9	66.8
40	38.1	37.4	54	72.0	70.3
41	39.8	39.2	55	75.4	74.5
42	41.7	41.2	56	79.2	78.4
43	43.5	43.1	57	82.8	82.5
44	45.4	44.8	58	87.0	86.6
45	47.1	46.3	59	91.1	91.1
46	49.5	48.5	60	95.2	96.7
47	51.4	50.9	61	99.3	102.5
48	53.0	53.3	62	103.8	110.4
			63	108.0	118.0

*Without clothes

The figures for the younger children are taken from "Holt's Diseases of Infancy and Childhood" (1919); for heights from 39 inches on, principally from the studies of Boas, Burk, Bowditch and Smedley. These latter heights and weights are with indoor clothes but without shoes.

Table of weights furnished by Dr. Wm. R. P. Emerson


GOODYEAR ALL-WEATHER TREAD
HEAVY
GOOD
35 X 5 in

This is an actual photograph taken in one of the laboratories of the Development Department in the Goodyear factories at Akron

Copyright 1920, by The Goodyear Tire & Rubber Co.

GOODYEAR

The Source and Guardian of Quality

THERE is in the factories of this Company a section occupied entirely by men whose business it is never to be satisfied with things as they are.

These men, constituting the Development Department, are charged with the creation and improvement of Goodyear products, processes and factory equipment.

Out of their devoted labors have come not only the present excellence of the things Goodyear builds, but the very machinery by which these things are made.

Not the least of their accomplishments has been to deliver to the public a steadily increasing value in these products without proportionate increase in cost.

The present remarkable character of Goodyear Cord Tires for passenger cars continually has reinforcement and benefit from this source and guardian of quality.

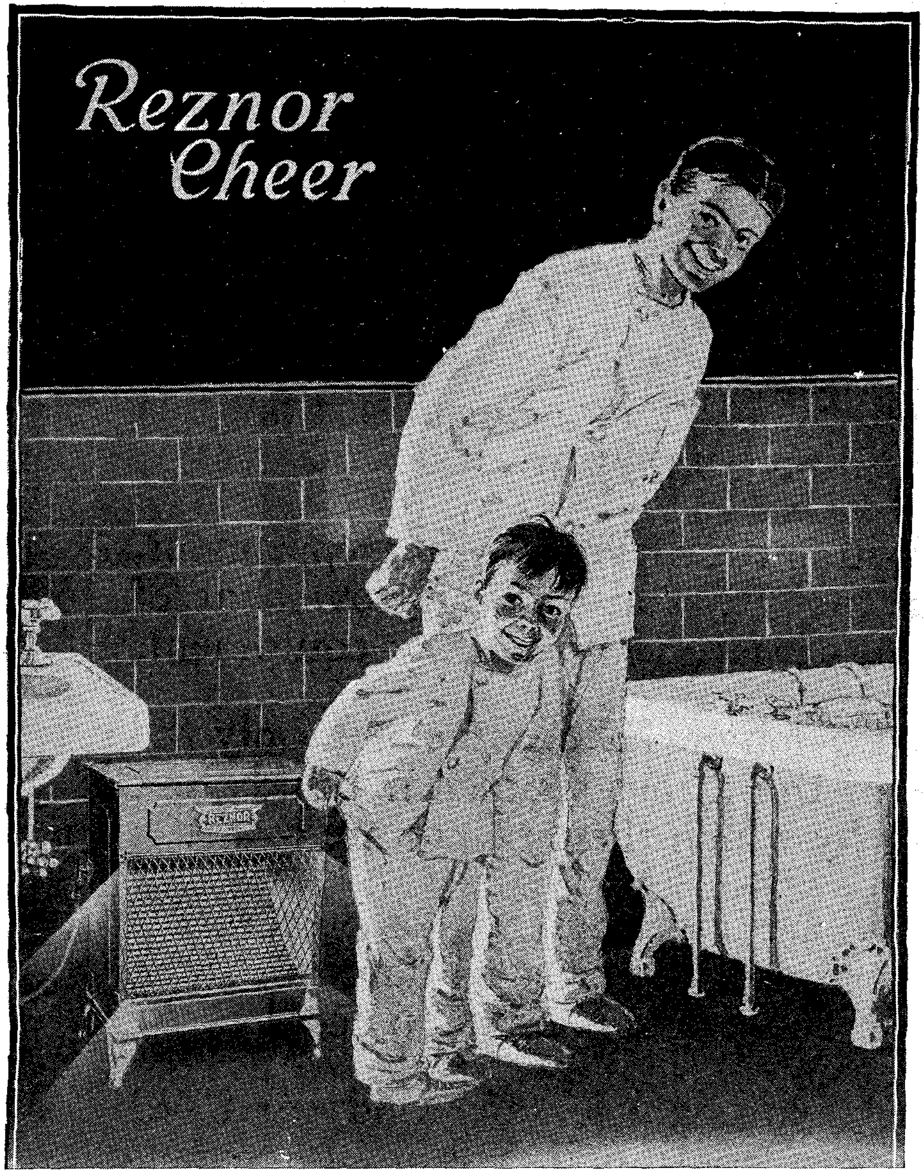
Nothing is withheld that intelligence, application and experiment can supply, in the effort to insure that worthiness of product which protects our good name.

The results of such endeavor are seen today in the capacity of Goodyear Cord Tires to deliver a kind of performance unapproached in any earlier type of tire.

Because Goodyear Tires and the sincere conservation service behind them afford uncommon satisfaction, more people ride on Goodyear Tires than on any other kind.

THE GOODYEAR TIRE & RUBBER COMPANY
Offices Throughout the World

CORD TIRES



"Isn't It Bully, Dad?"

Sleep in a cold room, if you wish, and a Reznor will have the bathroom warm, and cozy, ready to pop into the moment you are out of bed.

Reznor Reflector Gas Heaters

Heat, pure and sweet smelling, with no foul odor. Booklet on this subject forwarded on request.

Heat that responds to the lowest possible gas pressure, when the kitchen range refuses even to light.

Heat that's safe for the youngsters, protected from reaching the clothing by strong fenders.

Heat everywhere it's wanted, fireplace, nursery, bedroom, bathroom, at a moment's notice.

The Reznor Heater was demonstrated very successfully under the extreme low pressure of one-half ounce in connection with the conservation display of cooking ranges and gas heaters which attracted so much favorable attention and interest at the Second Annual Convention of the Ohio Gas and Oil Men's Association, held at Columbus, Ohio, September 28th and 29th.

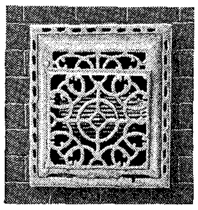
GAS
The Healthful Heat

This interesting and valuable booklet free —write for it.

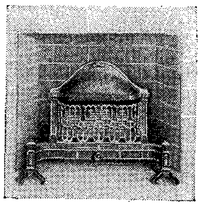
We have over twenty styles to choose from, for home, office, store or garage. Made to burn natural or manufactured gas, or oil.

See them at your dealer.

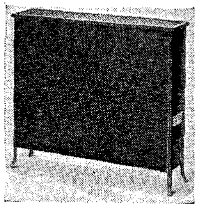
To Dealers:
In case you are in unrepresented territory, it will be worth your while to write us. A Reznor agency is valuable, and will be even more so in the future.



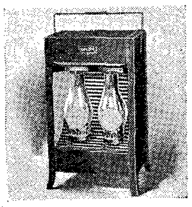
Reznor Wall Heater



Reznor Fireplace Heater



Reznor Garage Heater



Reznor Oil Heater

Reznor Manufacturing Co., Mercer, Pa. (4)

PERSONAL GLIMPSES

Continued

heads out of coach-windows, questing odd names and signs. Professors become absent-minded in classroom, meditating sonnets. Bread burns in the oven while housewives metrically extol the glamour of the springtime. The traveler in China or Peru postcards that he has found on the bill of fare my pet aversion, bread pudding, in one of its many disguises. Never was industry more unselfish! They come to believe, not unnaturally, that they are the Column, that without them it would crumble into dust, one with Nineveh and Tyre. There is no harm in letting them think this. It keeps them contented, and nobody is a penny the worse. So much for the contributor, altho he deserves an entire essay.

Mr. Taylor says that "A Line O' Type or Two" began in 1900 as a "spiral nebula, and evolved into a solar system." It appears that he is not keen to dwell on its history, however, for while to-morrow's column interests him, those of yesteryear do not. He furnishes the information that in making his selections from the mass of contributions that come to his desk, he has always been guided by the principle of using nothing that did not, first of all, amuse or interest himself. He goes on:

> The thought that nobody else might find it amusing or interesting was never a reason for discarding it and substituting another. I should prefer to write only for children, and these I should study to please; but since I must write for grown-ups, these may read or run—*cela m'est égal.* Thus, by pleasing myself I have contrived to please an uncertain number of others.
>
> "Easily pleased," you remark, with a suspicion of a sniff. Oh, ridiculously so! Queer names, for example, interest people enormously. The mispronunciation of English words is a never-drying spring of innocent merriment. Likewise the blunders of writers and printers, the rhapsodies of the small-town society editress, the sentimental splurges of the half-baked bard. My contributors being as easily amused as I, it is with such trifles that they inundate me. By the way, I know very few of these contributors personally or by name. Some of the most brilliant of them have never disclosed their identity; for there is a pleasure in anonymity. And then the multitude of one-shot minds! The wheeze or jingle exprest, they return into the silence. As Phrasilas observed at the banquet in Alexandria, while he was still able to articulate, "Perhaps each of us has only one thing to say in his life, and those who have attempted to speak at greater length have done so because they were inflated by ambition."

The "Confessional" continues in the form of questions and answers:

> *Q.* How many letters do you receive a day? *A.* Normally from eighty to a hundred. If there is some silly competition going on, the number jumps. If the competition is uncommonly silly, it snows contributions.
>
> *Q.* Do you invent those paragraphs from country newspapers? *A.* You flatter me.

Q. Do the country editors mind? *A.* Rarely. They know that I used to be one of them, and that I believe that if Candide had not taken to gardening he would have become a country editor.

Q. Why don't you write serious stuff oftener? *A.* Too rich a diet for the reader. He needs a certain amount of "roughening."

Q. When are you going to get out another collection of your inimitable verse? *A.* Probably this fall.—*Adv.*

Q. What do you consider the best feature of your column? *A.* Its typographical arrangement.

Q. What is your honest opinion of what you have so wittily termed "the so-called human race"? *A.* If I have had a good sleep I am willing to admit that there may be a deadlier species in the universe.

Q. Are you fond of art? *A.* I perfectly love it.

Q. Do you ever get tired of running the column? *A.* What good would that do?

Q. How *do* you keep it up? *A.* I lean against it.

B. L. T. occasionally writes verse when the spirit moves him. He submits a few samples of things he has written which he says he likes, but which compilers of anthologies always have passed over "in favor of something of even less consequence." A couple of these productions follow, the first of which seems particularly apropos at this time:

CANOPUS

When quacks with pills political would dope us,
When politics absorbs the livelong day,
I like to think about the star Canopus,
So far, so far away!

Greatest of visioned suns, they say who list 'em;
To weigh it science always must despair,
Its shell would hold our whole dinged solar system,
Nor ever know 'twas there.

When temporary chairmen utter speeches,
And frenzied henchmen howl their battle hymns,
My thoughts float out across the cosmic reaches
To where Canopus swims.

When men are calling names and making faces,
And all the world's ajangle and ajar,
I meditate on interstellar spaces,
And smoke a mild seegar.

For after one has had about a week of
The arguments of friends as well as foes,
A star that has no parallax to speak of,
Conduces to repose.

THE DINOSAUR

Behold the mighty Dinosaur,
Famous in prehistoric lore,
Not only for his weight and strength,
But for his intellectual length.
You will observe by these remains
The creature had two sets of brains—
One in his head (the usual place),
The other at his spinal base.
Thus he could reason *a priori*
As well as *a posteriori.*
No problem bothered him a bit;
He made both head and tail of it.
So wise he was, so wise and solemn,
Each thought filled just a spinal column.
If one brain found the pressure strong,
It passed a few ideas along;
If something slipt his forward mind,
'Twas rescued by the one behind;
And if in error he was caught,
He had a saving afterthought.
As he thought twice before he spoke,
He had no judgments to revoke;
For he could think, without congestion,
Upon both sides of every question.
Oh, gaze upon this model beast,
Defunct ten million years at least!

Common Mistakes in Shampooing

ARE YOU giving Packer's Tar Soap a chance to render FULL co-operation?

One of the very *commonest* mistakes, of course, is in not being *systematic.* Do you use Packer's Tar Soap regularly?

Unless you shampoo systematically you can hardly expect to get *all* the benefit from your "Packer" shampoo.

Another common mistake in shampooing consists in working the lather into the scalp but *once* during the shampoo.

It is true, a single application of the clean-smelling, pine-tar lather of Packer's Tar Soap is delightfully cleansing and invigorating. However, dermatologists say that rinsing and working up a second lather is worth the little extra effort, in order to get the additional benefit after the pores of the scalp have once been opened.

And right here a word or two regarding the *manner* of working up the lather in shampooing. A common way of going about this is to develop a lather by simply *rubbing the cake on the hair.*

Many have found that a better way is, first, to make a lather with the hands and then to apply this lather to the entire scalp.

PACKER'S TAR SOAP

"Pure as the Pines"

PACKER'S TAR SOAP is a household word the country over. You can get it at good drug stores everywhere, also in toilet goods departments.

PACKER'S LIQUID TAR SOAP is commended to those who prefer a shampoo soap of Packer *quality* in liquid form. It is made from pure vegetable oils and yields the copious, cleansing lather so important in shampooing.

THE PACKER MFG. COMPANY
Dept. 84K, 120 West 32nd Street, New York City

Send for these 10 cent "PACKER" *Samples*

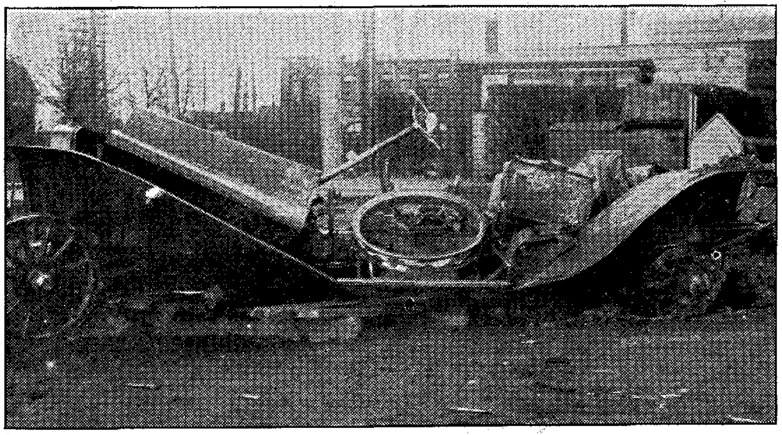
HALF-CAKE of Packer's Tar Soap, good for several refreshing shampoos—10 cents.

LIBERAL SAMPLE BOTTLE of Packer's Liquid Tar Soap, delicately perfumed and delightfully cleansing—10 cents.

MOTORING AND AVIATION

AUTO-KILLINGS NOW AT THE RATE OF TWO AN HOUR

VISIONS OF THE AUTOMOBILE as a 1920 model juggernaut are conjured up by a statement recently made by an official of the National Safety Council that deaths from auto accidents occur in the United States at the rate of one every thirty-one minutes during each day's sixteen "waking hours," the year around. The data on which this generalization was based were obtained through the 8,000 members of the Council, with the cooperation of city and county coroners and the secretaries of local safety councils. The investigations of this organization have revealed further that the automobile is annually responsible for three times as many deaths as result from all the accidents combined on all the steam and electric-railways, on all river, lake, and coastwise boats, in all the coal-mines, in all foundries and blast-furnaces, in all the factories and machine-shops, and in every other more or less dangerous industry of whatever sort in the country. The number of deaths in 1919 was about 100 per million of population, and the estimate for 1920, based on figures so far available, is 110 per million, or a little less than 12,000. The facts revealed by the statistics of the Council have brought forth editorial comment from all parts of the country, deploring the situation, calling for action, and suggesting remedies. The general sentiment of the newspapers seems to be voiced by the Detroit *Free Press*, when it says that "if the 12,000 automobile victims, young and old, men, women, and children, were herded together and run down and mangled and crusht into a single mass, we would have a horror approaching the horror of an Armenian massacre. The country would stand aghast and demand instant action to put an end to such things. But the wastage is none the less real, it is none the less wanton, it is none the less a sacrifice of youth and promise—for a great proportion of the victims of the wheels are children and comparatively young persons—merely because people are slaughtered singly or in little groups. And the demand for correction ought to be as insistent as it would be if the killing were done *en masse*."



THE RESULT OF A COLLISION.

The casualty list was one killed and two maimed when two cars collided and this one was set afire. The number of deaths, among both motorists and pedestrians, is growing at a rate that has startled the country, and started a nation-wide protest against recklessness on the part both of those who drive and those who walk.

Of the factors that contribute to cause automobile accidents there are reckless or incompetent driving, careless pedestrians, improper lighting, and perhaps, as the Baltimore *Sun* suggests, "motor-car psychology," which may explain, this paper thinks, why a man of intelligence, experience, and caution in any other enviromnent will get into an automobile and pull a fool stunt that will probably cause his death or that of others. Investigations conducted recently by Health Commissioner Copeland, of New York City, where there were 517 motor-vehicle accidents during the first nine months of the present year, brought out the fact that an amazingly large number of men who pose as chauffeurs are physically unfit for such service because of defective eyesight or hearing. He found many chauffeurs who could not see at a distance of five feet letters which to the normal person would be legible at a distance of 200 feet, and he also examined some men that could not hear a gunshot at 100 feet. Commissioner Copeland further reported that of 7,464 men registered as self-confessed drug addicts, 534 were listed as drivers or chauffeurs, of whom he writes in his report that "during certain periods of each day every such person would be a menace to society." In addition to the physically or mentally defective, there are a multitude of totally inexperienced persons who attempt to drive cars. A story well illustrating how men ignorant of even the first principles of driving will try to handle an automobile comes to us from Philadelphia, where a man hopped into a car in a suburb and drove down-town, where he was arrested when he ran by "stop" signals. His explanation was that he knew how to start but not how to stop the machine. "The theory that a person who knows how to operate a car is fit to drive one is a violent assumption," observes the Peoria *Transcript*, and continues:

> Yet the remedy is not clear. It is not an easy task to determine responsibility. Reckless drivers in many cases would be able to pass the most exacting tests, whereas timid drivers might easily prove to be unfortunate pilots.
>
> The "moral character" test would be a manifest failure, as persons of good moral character might be incompetent drivers, while the vicious might qualify as experts. It would appear, however, that examinations for defective hearing and eyesight could be conducted without reflecting upon the character of the applicant and that the public could at least be saved that class of accidents which result from loss of the senses.
>
> In any event, experience has shown that mere ability to operate a car counts for little. The chauffeur should at least pass the physical tests required of a locomotive-engineer.

The Tacoma *News-Tribune* believes that "hoodlumism on the part of drivers is a big factor in causing auto accidents." The "hoodlum," it goes on to explain, may be a bandit with a stolen car, or a taxi-driver, or a millionaire joy-rider—in brief, any person driving recklessly and with total disregard of the rights of pedestrians and other motorists. "For all such there should be severe punishment, with deprivation of their driving licenses for a period suited to the offense." The spirit of the times to do everything at breakneck speed comes in for considerable condemnation, and the "What's your hurry?" slogan, which has been adopted by some communities, is recommended. The majority of editorial writers by no means place all the blame on the autoists. A good bit of the responsibility for accidents is held to attach to the public, especially pedestrians. On this point, Police Commissioner Enright, of New York, is credited with asserting that about 78 per cent. of all street accidents are due to the carelessness of pedestrians. This is stretching it a little, however, thinks the New York *Times*, and it goes on to say:

> His assertion would have been more easily credible if it had

SNOW REMOVAL

with CATERPILLAR TRACTORS

Reg. U.S. Pat. Off.

HOLT ENGINEERS have given constant study to all problems of snow removal. In the past, man-power, shovelers, teams, wagons or trucks have been the only means available, but experience has proved them inadequate. The "Caterpillar" tractor built to War Dept. Standards, provides the ***one*** successful power-method for this work.

Street Cleaning Departments, County, Township and State Highway officials, Public Utilities and Industrial Plants can ***depend*** upon this ***proven*** machine.

Getting to work when the storm commences, cleaning snow faster than it falls or drifts, bucking deepest snow drifts, ice, sleet, working fast, and at a minimum cost, the "Caterpillar" ***keeps*** the traffic open on city streets, park boulevards, hard-surfaced highways and country roads.

The* Holt Manufacturing Company, *Inc.

Peoria, Illinois

Factories: Peoria, Ill., Stockton, Calif.

New York Office: 50 Church Street

Make
This
Test

Why Teeth Grow Dark

Simple Test Shows Way to Keep Your Teeth White

YOU have seen your teeth lose their pearly luster and begin to decay despite your daily use of ordinary dentifrices. This is because fermentation is attacking your teeth and gums and because ordinary dentifrices do not overcome fermentation.

Revelation Tooth Powder instantly checks fermentation as it cleanses your teeth. It is NOT A PASTE. Pastes are made with glycerine. "Revelation" is The Dentifrice Prescribed by Dentists to protect the gums and preserve the teeth. Test it for yourself. Prove its merits. Note the immediate results in cleaner, whiter, safer teeth, and firmer, pinker, healthier gums.

Here Is Convincing Test

Place a small quantity of Revelation Tooth Powder in your hand. Wrap a clean handkerchief or piece of sterile gauze around your finger. Dip this into water and then into the powder, and rub any stain on any tooth. See how easily the stain is removed. Or, brush all your teeth with "Revelation" and see how quickly they are made pearly white.

REVELATION
Tooth Powder

Revelation Tooth Powder is made WITHOUT GRIT. Grit cuts your gums and encourages pyorrhea. "Revelation" is made only in powder form because it is a product of the New Dental Science which has established the necessity of healthy gums as well as clean teeth.

"Revelation" hardens your gums while it whitens and beautifies your teeth. Massage your gums with it at night if they are soft and sensitive. Do not rinse it off—let it remain to combat fermentation while you sleep.

DRUCKER'S REVELATION TOOTH POWDER A POWDER OF MERIT POSITIVELY REMOVES TARTAR AND HARDENS THE GUMS USE ONLY AS PER INCLOSED CIRCULAR

Insist on having "Revelation" for the Double Service it gives. Your druggist has it or can easily get it. Or we will serve you by mail. Regular price 35c. Guaranteed satisfaction or money back.

Made only by
August E. Drucker Co.
SAN FRANCISCO
Branches
NEW YORK and CHICAGO

MOTORING AND AVIATION
Continued

been put in different form—if he had said that in 78 per cent. of street accidents there is a measurable element of contributory negligence on the part of the victims. He might have gone still further, indeed, and said that in at least 99 per cent. of all cases had the pedestrian exercised all possible care he or she would not have been hurt.

But, as it happens, it is a matter of certainty that all pedestrians will not exercise all possible care, and as a matter of both law and morals they are under no obligation to be as careful as that.

A CURVE, A SKID, AND A WRECK.

One of the several automobile accidents that occur in New York City every day, with an unusual feature in the final position of the car.

"Reasonable care" is all that can be demanded or is expected of them, and while only the same demand and expectation rest on the drivers of automobiles and other vehicles, the drivers justly are held to a greater care than pedestrians for the same good reason that establishes the law of the sea as regards steamships and sailing-vessels. The latter have the right of way always, and the faster, more manageable, and heavier craft must do the slowing down and turning as circumstances decide.

These remarks are not intended to excuse the carelessness of pedestrians or to deny that their carelessness is sometimes so great as to transfer the responsibility for their injuries from the chauffeurs to themselves. But it is a fact that people afoot do not incur blame or deserve criticism quite as soon as do the manipulators of motor-cars, and that they have rights in the streets, even tho they choose to cross elsewhere than at the appointed places.

The Rochester *Democrat and Chronicle* points out that in some European cities the authorities think that pedestrians and automobiles have equal legal rights, and make it a misdemeanor for pedestrians to be negligent when crossing roads. If it is proved that an accident was caused by a pedestrian's carelessness, he is fined even if he has been injured. The Philadelphia *Public Ledger* believes that ordinary caution on the part of pedestrians would avert at least half of the motor accidents that are daily reported. It goes on:

> It is true that traffic laws formulated to discipline reckless drivers are too loosely enforced. The time is coming when jail sentences and the withdrawal of road privileges will be the punishment inflicted by courts on careless drivers.
>
> Judges will not sweepingly denounce the whole world of motors when an accident case is before them. People who go afoot will learn that policemen's signals are for everybody alike. Traffic policemen never fail to bawl out a motor-driver who disregards the traffic signals. But they would have no time for any other work if they were to reprimand pedestrians who take their lives in their hands by a complete disregard of street regulations in dangerous areas.
>
> The truth is that the reckless pedestrian is in most cases as much to blame for an accident as the reckless motorist. Still indignant judges tell the average driver who is called before them that "they and their contraptions should be driven from the streets."

Most of the papers that comment on the situation propose remedies for reducing the number of automobile fatalities. An interesting one is that of an autoist who suggests that among the most effective ways to prevent automobile accidents in the city is to "forbid the use of the horn or signal in city streets." By this prohibition he would place "the burden of not hitting pedestrians entirely on the drivers, where it belongs." This man is further credited with saying he "can drive an automobile from one end of New York City to the other without using my horn once and without jeopardizing any one." Dr. W. L. Ettinger, Superintendent of Schools of New York City, would tackle the evil by inculcating "safety-first" ideas into the rising generation. In a statement in the New York *World* he says:

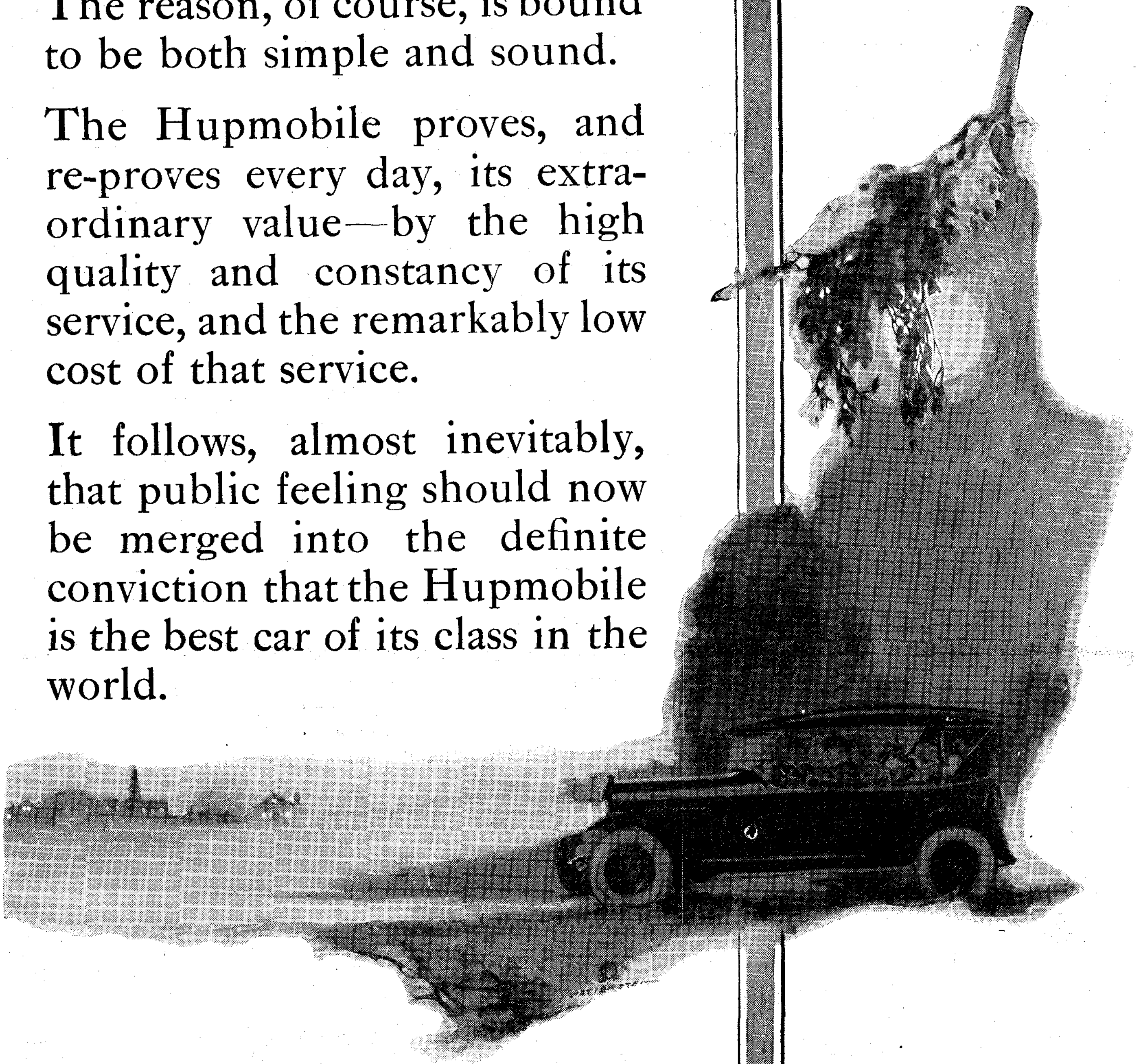
> I am seriously considering the advisability of emphasizing during the coming term instructions in all classes in simple rules and habits intended to insure safety in the streets. There is every reason why children should be constantly cautioned with reference to the necessity of such rules as the following:
>
> (*a*) Stop, look, and listen before crossing the street.

NO condition or set of circumstances ever seems to swerve or change people's good opinion of the Hupmobile.

The reason, of course, is bound to be both simple and sound.

The Hupmobile proves, and re-proves every day, its extraordinary value—by the high quality and constancy of its service, and the remarkably low cost of that service.

It follows, almost inevitably, that public feeling should now be merged into the definite conviction that the Hupmobile is the best car of its class in the world.



Hupmobile

CALCULATING

INVOICE FIGURING, in the office of the Haskelite Corporation, Chicago, is a fairly difficult job—at least it used to be.

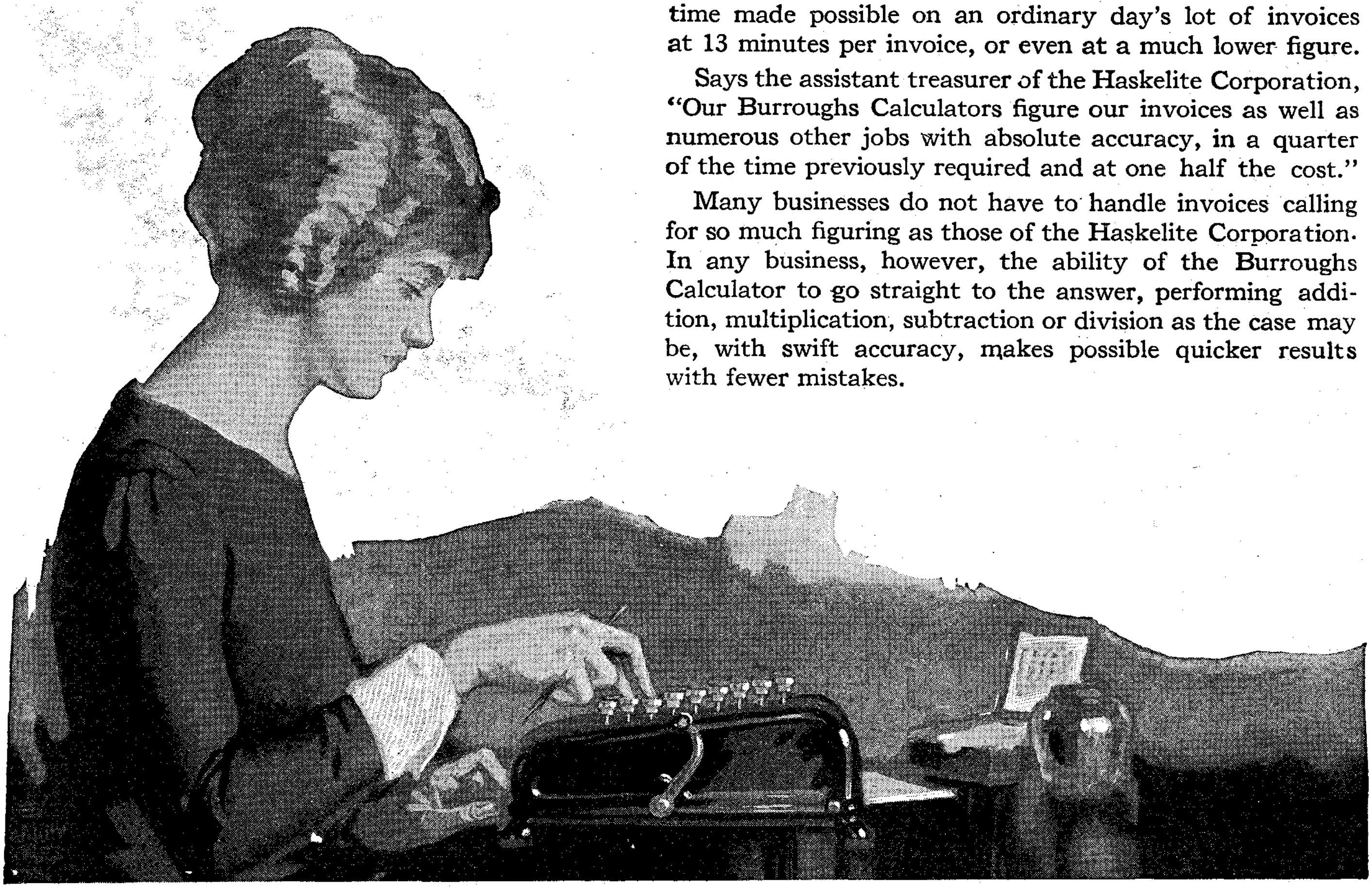
The typical Haskelite invoice shown in the illustration involves 29 calculations. It required 16 minutes and 23 seconds for an experienced invoice clerk to figure the various extensions necessary.

The same clerk, with a Burroughs Calculator, extended the same invoice in 3 minutes and 18 seconds.

When you remember that the Haskelite Corporation markets its product—the ply board used in automobile tops and airplane bodies—to concerns all over the world, it calls for very little imagination to picture the saving in time made possible on an ordinary day's lot of invoices at 13 minutes per invoice, or even at a much lower figure.

Says the assistant treasurer of the Haskelite Corporation, "Our Burroughs Calculators figure our invoices as well as numerous other jobs with absolute accuracy, in a quarter of the time previously required and at one half the cost."

Many businesses do not have to handle invoices calling for so much figuring as those of the Haskelite Corporation. In any business, however, the ability of the Burroughs Calculator to go straight to the answer, performing addition, multiplication, subtraction or division as the case may be, with swift accuracy, makes possible quicker results with fewer mistakes.



ADDING - BOOKKEEPING - CALCULATING

A - B - C

AN INVOICE

INVOICE FIGURING is one important use for the Burroughs Calculator, but by no means its only one. How many places are there in your business where considerable figuring must be done and where a written or printed record is not essential? In every such place a Burroughs Calculator can save money and time for you. No mental calculation with its inevitable percentage of errors, no figuring on a scratch pad—just pressing of the keys and the notation of the answer obtained.

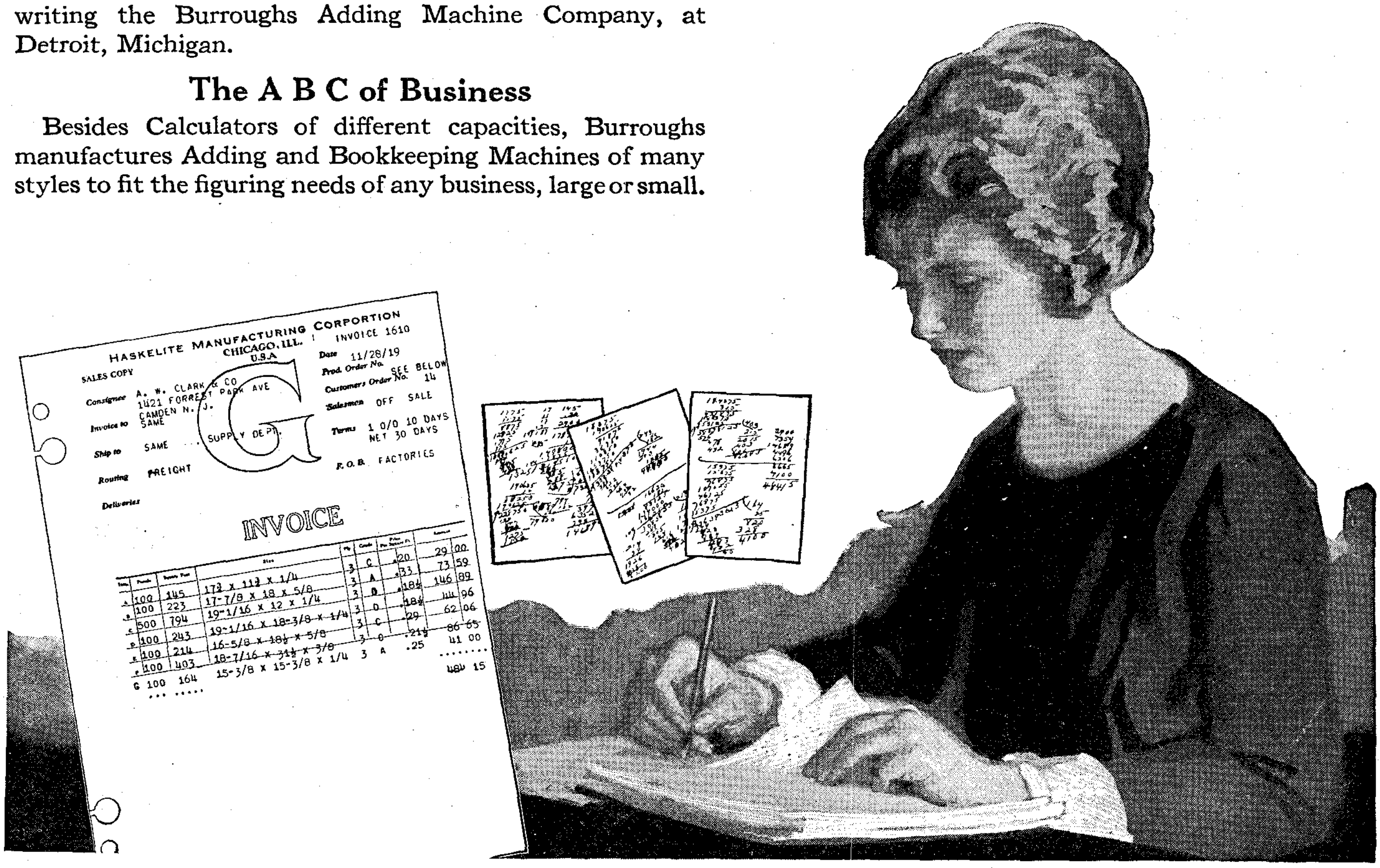
A Burroughs representative will be glad to tuck one of these light, compact little machines under his arm and bring it to your office for inspection.

You'll find the address of the nearest Burroughs Office in your telephone book, or you can get in touch with it by writing the Burroughs Adding Machine Company, at Detroit, Michigan.

The A B C of Business

Besides Calculators of different capacities, Burroughs manufactures Adding and Bookkeeping Machines of many styles to fit the figuring needs of any business, large or small.

ON THIS PAGE you see the typical Haskelite invoice, the invoice clerk figuring it with pencil and paper, and the three scratch-pad sheets she covered with figures to get her results. On the opposite page the same young lady is shown figuring the same invoice nearly five times as rapidly on a Burroughs Calculator. And she had to write down only the answers. A Burroughs Calculator will give you the same time and energy-saving on all your figuring jobs.



HASKELITE MANUFACTURING CORPORTION
CHICAGO, ILL.
U.S.A.

SALES COPY

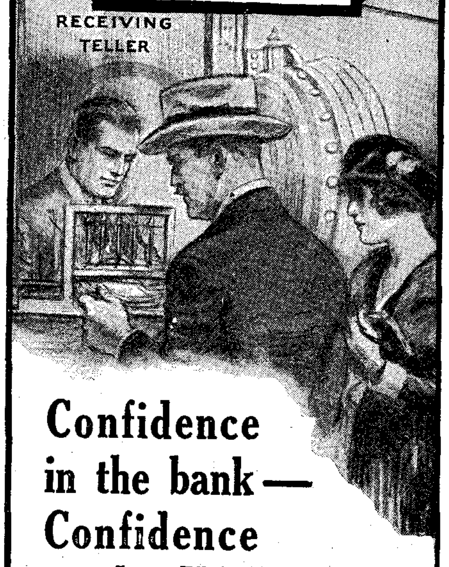
Consignee	A. W. CLARK & CO 1421 FORREST PARK AVE CAMDEN N. J.	INVOICE	1610
Invoice to	SAME	Date	11/28/19
	SUPPLY DEPT.	Prod. Order No.	SEE BELOW
Ship to	SAME	Customers Order No.	14
Routing	FREIGHT	Salesman	OFF SALE
Deliveries		Terms	1 0/0 10 DAYS NET 30 DAYS
		F. O. B.	FACTORIES

INVOICE

Item	Panels	Square Feet	Size	Ply	Grade	Price Per Square Ft.	Amount
A	100	145	17¾ x 11½ x 1/4	3	C	.20	29 00
B	100	223	17-7/8 x 18 x 5/8	3	A	.33	73 59
C	500	794	19-1/16 x 12 x 1/4	3	B	.18½	146 89
D	100	243	19-1/16 x 18-3/8 x 1/4	3	D	.18½	44 96
E	100	214	16-5/8 x 18½ x 5/8	3	C	.29	62 06
F	100	403	18-7/16 x 31½ x 3/8	3	B	.21½	86 65
G	100	164	15-3/8 x 15-3/8 x 1/4	3	A	.25	41 00
	...	.....					....
							484 15

MACHINES FOR EVERY BUSINESS

Burroughs



TRADE YALE MARK

Confidence in the bank—Confidence in the YALE Lock

Seventy-five per cent. of the bank locks in use in America are YALE.

Your banker selects the time-lock for his vault just as his depositors select their bank—by name and reputation. Only he is even more careful.

Bankers take no chances—they *know* the great security in YALE Timelocks, Combination and Safe Deposit Locks. They specify YALE in their contracts, insist upon getting YALE.

Bankers' associations have officially recommended the YALE Timelock Inspection Service.

Next time you go to *your* bank, ask to be shown the YALE Timelock, which for half a century has proven absolutely reliable.

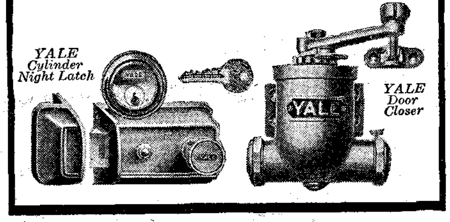
The same character present in every YALE Timelock is found in every other design of YALE Lock, in YALE Hardware, Padlocks, Night Latches, Door Closers, Chain Blocks, Industrial Electric Trucks.

Always buy by the name and be sure that it appears on the product.

YALE MADE IS YALE MARKED

The Yale & Towne Mfg. Co.
Makers of the Yale Locks

General Offices & Works: Stamford, Conn.
New York Office: 9 Eas 40th Street
Chicago Office: 77 East Lake Street
Canadian Yale & Towne Ltd.
St. Catharines, Ont.



MOTORING AND AVIATION
Continued

(*b*) Cross the street only at the crossing.

(*c*) In crossing the street, walk; do not run.

(*d*) Before stepping from the curb look to the left for approaching traffic; on reaching the middle of the street, look to the right for traffic approaching from the opposite direction.

(*e*) Play in spaces provided, as in schools, parks, and in "closed streets."

(*f*) Do not "hitch" on passing vehicles.

The New York *Evening World* favors an automobile code which shall contain all the regulatory statutes, together with clear definitions, so that drivers, pedestrians, police, and magistrates may have a definite and concise guide. In an editorial on the subject *The World* states that the code idea has the indorsement of traffic experts, and it goes on:

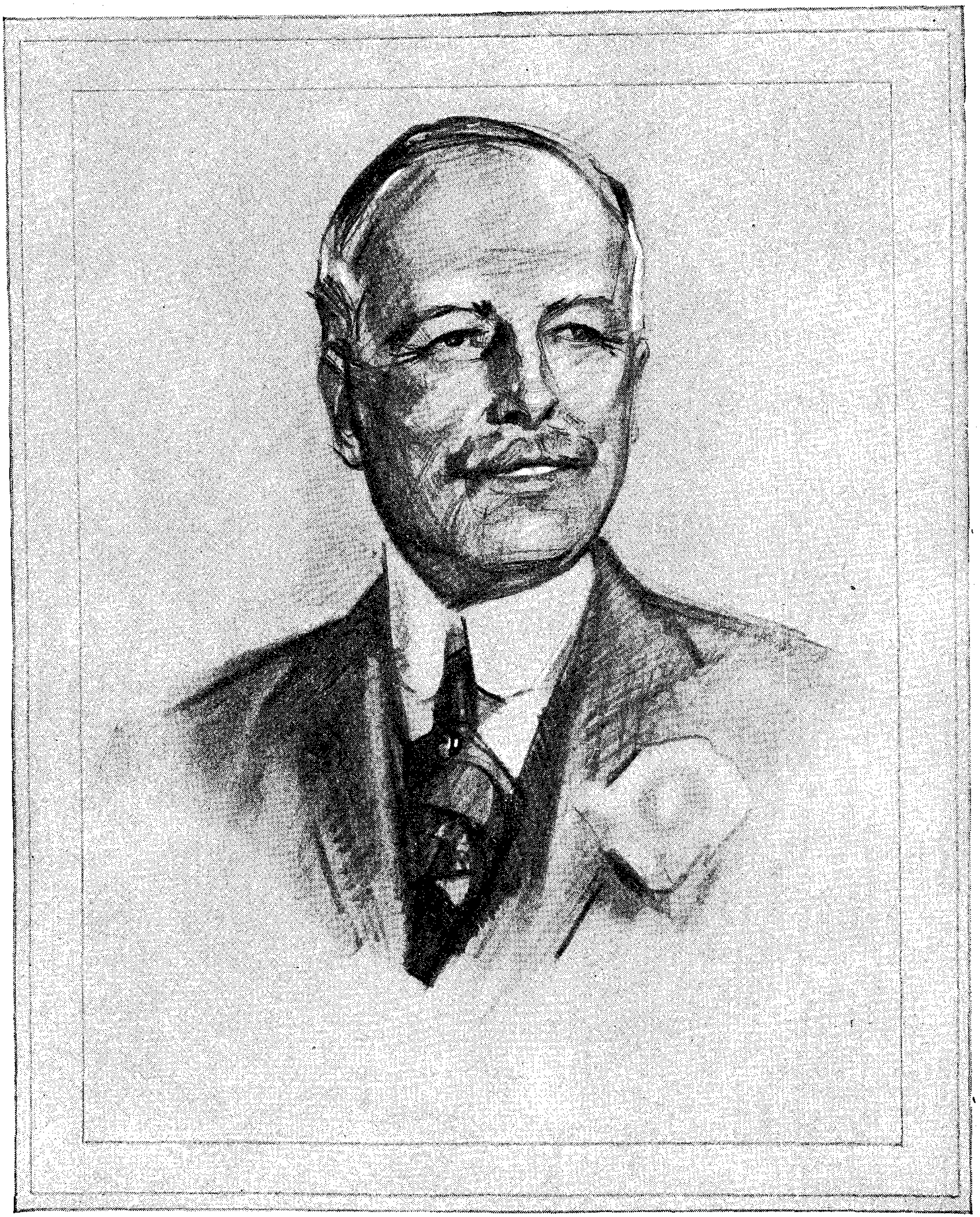
> These experts in traffic matters agree that present laws make it too easy to get a driving license, and too hard to secure revocation of that license in cases of proved unfitness. They are unanimous in the opinion that city magistrates should have summary powers to suspend licenses and that the system of revoking licenses should be simplified:
>
> Other suggestions are:
>
> Standardization of warning devices.
>
> Restriction of pedestrian rights in crossing streets—penalization of "jay-walking."
>
> Home rule in traffic regulation.
>
> More traffic policemen.
>
> Police licensing of drivers.
>
> Licensing of owners as well as drivers.
>
> Separation of motor-vehicle regulation from the State Department.
>
> Adoption of the best experience of other States and cities.
>
> Rigid examination of drivers.
>
> Paid inspectors independent of the police.
>
> Finger-print identification of drivers.
>
> Centralization of control.
>
> Each of these suggestions is based on intimate experience with abuses arising from insufficiently controlled use of the automobile. Each recognizes the distinctions between up-State and metropolitan traffic problems.
>
> Codification and simplification of existing laws are essential. The code must include a notable strengthening of the laws relating to the automobile and automobile-drivers.
>
> The next step is to take these suggestions and others that may be offered and work out a short, practical law that will be effective in saving lives and property and simple in administration.

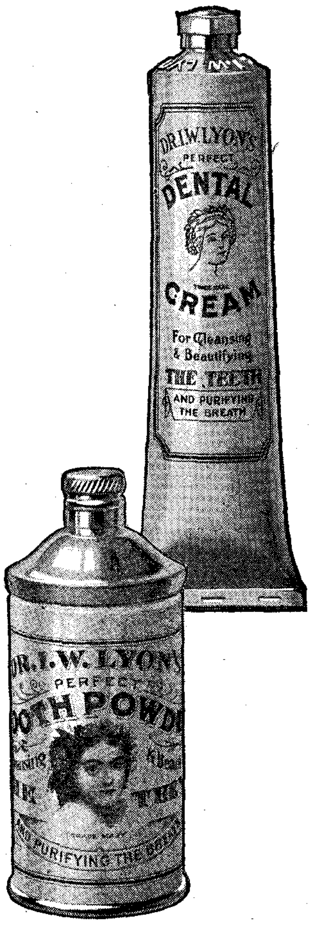
While all the papers agree in viewing the record of fatal auto accidents as a "grim and terrible" one, some of them suggest that this does not justify hasty conclusions about the destructiveness of motor-vehicles, nor warrant the strong language used by writers who refer to the automobile as a "modern juggernaut." Thus, the Toledo *Blade* takes occasion to point out that there is another side to the question—the "life-saving" side of the motor-car. Says *The Blade:*

> Pick the big total for deadly motor-accidents to pieces, and the facts take on a less sanguinary hue. If 15,000 persons are killed in a year in the United States, that means one victim in every 7,000 inhabitants. It is like four fatalities in a city of nearly 30,000 population—one every three months. This gets the facts down where they are more easily grasped. It enables the average man to visualize the conditions he is called upon to judge.
>
> In a city of 28,000 or 30,000 people, a typical American town with 2,000 or 3,000 automobiles in use, how many cases of serious illness are averted every year by the fresh air, the joy of living, the change of scene, the new interest in life that springs from the motor-cars belonging to its citizens? How many of these cases of warding off sickness result in the saving of life? Four, which would offset the fatal accidents? Or ten times four, which would put a fine balance on the right side?
>
> And how much of life do the automobiles in such a city save in another sense? Life is made of time. Time spent in ways not desired, and not fruitful, is time wasted. It is constantly lost in tiresome, fettering, useless delays in going about business, or for some other purpose when the only object of transportation is to reach the desired destination. How much time do automobiles save in cutting down that waste? In a city of 30,000 residents, to save ten minutes a day for one-tenth of its citizens, two days out of three, would mean over twenty years for one man, or five years apiece for four men, counting sixteen waking hours to the day.
>
> Curb the reckless drivers. Punish those guilty of criminal folly. Save human life. Guard it zealously. But give the motor-car fair play. Do not forget that it is a life-saver itself. It wards off death many a time, and daily, hourly, it saves the stuff that life is made of, because the automobile is one of the greatest time-savers ever discovered.

Another plea for fair play comes from the Philadelphia *Public Ledger*, which suggests that any time an automobile collides with a post, a pedestrian, or other obstacle the crowd that gathers always displays prejudice against the driver of the unlucky vehicle tho the latter's very middle name may be Caution. "If a citizen has been hurt or annoyed," the writer goes on, "don't ask whether the victim was wholly or in part to blame. Suggest that the driver of the motor-car be lynched and you will be in the height of fashion." Further:

> Drivers themselves usually get the worst of it in a collison. And when it is remembered that people afoot insistently disregard laws and regulations established for their own safety and comfort, that the driver of an automobile in a city street has to watch traffic, the semaphore signals, his own machine, and keep at the same time a harassed eye on men, women, and children who stroll languidly almost under his wheels, it is clear that the blame for automobile accidents will have to be more evenly distributed before there is a drop in the statistics of preventable accidents.
>
> There will be a quicker solution for the whole general question of motor-traffic when the courts, the newspapers, the police, and the public realize that ninety-nine out of every hundred motor-drivers observe more than ordinary caution in the city streets, and that if they didn't, if they were no more alert than many people who complain about them, the total of dangerous accidents would doube overnight.




DR. I. W. LYON'S
PERFECT
DENTAL
CREAM
For Cleansing
& Beautifying
THE TEETH
AND PURIFYING
THE BREATH
DR. I. W. LYON'S
PERFECT
TOOTH POWDER
PURIFYING THE BREATH

"Having kept my teeth perfectly for over forty years, Dr. Lyon's is good enough for me. Free from drugs, it is free from any possible *misapplication* of drugs. That is safety in itself and doesn't involve any experiment."

Dr. Lyon's

The Dentifrice that made fine teeth Fashionable

Powder *Cream*

Approved by the best dental authorities
for over fifty years

I. W. LYON & SONS, Inc., 530 West 27th Street, New York

MOTORING AND AVIATION

Continued

A Philadelphia physician with a grim sense of humor tried an odd experiment which proved that the hardships of street traffic are by no means exclusively with the walking public. He recently sought out a professional chauffeur of the common or garden variety, hitched a blood-pressure gage to the arm of his subject, and, sitting on the front seat of a motor, waited to see what happens to a driver in congested traffic.

On the trip from Broad and Chestnut Streets to the post-office and from the post-office to Broad Street Station, on a Saturday afternoon, the blood-pressure of the driver actually soared. It moved up twenty points. Nervous tension and mental stress not uncommon to the ordinary run of motorists was registered for the first time in black and white.

GASOLINE "ECONOMIZERS" THAT DO NOT ECONOMIZE

BEWARE of the tablets and powders labeled "gasoline economizers," warns the Associated Advertising Clubs of the World. A recent report issued by the organization declares that such preparations have no effect in reducing the quantity of the gasoline used and no effect on its efficiency. In reality, we are told, most of these "economizers" are only moth-balls. According to *The Fourth Estate:*

> The report credits the United States Bureau of Standards at Washington with the statement that these moth-ball economizers have no appreciable effect in giving gasoline more "pep," and explains that testimonial letters used by the many manufacturers of such tablets result from the fact that along with the tablets the maker sends instructions concerning the adjustment of the gasoline supply for the motor.
>
> It is a well-known fact, says the report, that most motorists use a richer mixture of gasoline than is really necessary for the proper operation of the engine, using such a mixture because the car will start with greater ease with a carbureter adjusted for a rich mixture.
>
> The report of the committee is addrest to the publishers of newspapers and other periodicals, with the purpose of warning them against the acceptance of advertisements of all such preparations and thus becoming parties to a fraud upon their readers. It mentions several preparations by name, but adds that there are a great many others. The report proceeds:
>
> "The reason we do not know who and how many are now selling these miraculous marvels is because the advertisers not only sell the stuff but will part with the formula to any one who cares to go into the business himself, provided they get their price for it. You pay fifteen dollars, or whatever the price may be, to find out how easily people may be gulled, and then you coin a high-sounding name, invest in a quart or two of moth-balls, and enter the industry. The profits are figured by the advertisers as being from seven hundred to nine hundred per cent., which is fairly attractive.
>
> "These products," the report states, "are sold in liquid, powder, or tablet form, usually the latter. A small package of one hundred tablets retails at one dollar. It is advertised as a substance which:
>
> "Eliminates carbon.
>
> "Banishes ignition trouble.
>
> "Prevents back-firing.
>
> "Gives a quick pick-up.
>
> "Eliminates skipping and missing.
>
> "Prevents overheating of the motor.
>
> "Increases gasoline efficiency anywhere from fifteen to one hundred per cent.
>
> "These claims vary somewhat according to the brazenness of the advertiser, but the foregoing are typical."

A TOUCH A DAY MAKES THE AUTO LOOK SPICK AND SPAN

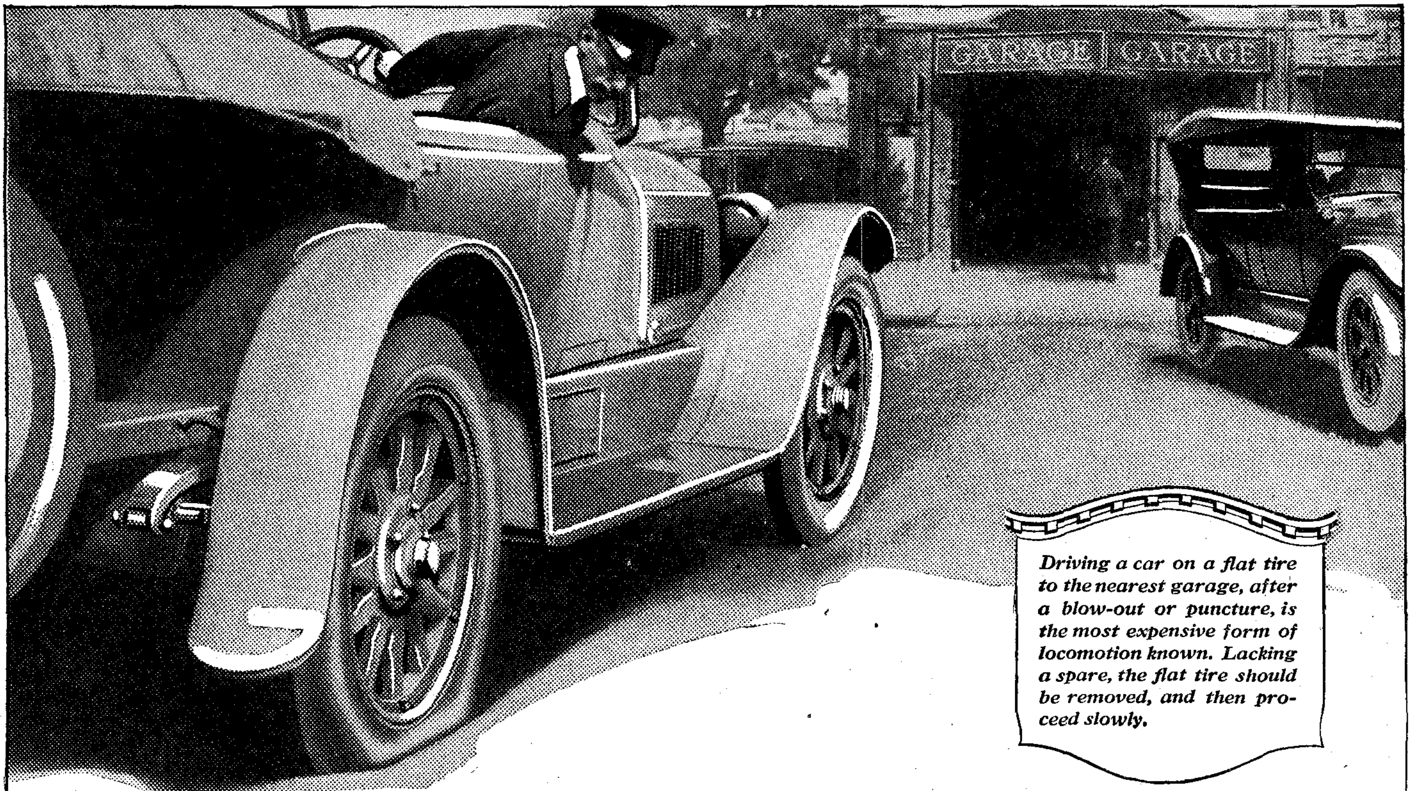
KEEPING an automobile looking spick and span is a big job, and different motor-owners handle it in different ways. There is the man who heroically devotes all his Saturday afternoons and all his rainy Sundays to going over his machine with oil and polish to make it shine. Then there is the man who "never gets the time" to touch his car, but is always yearning for an opportunity when he can "take a whole day off" to put it in fine condition from bumper to tail light. Neither method is satisfactory. The earnest Saturday and Sunday worker may succeed in keeping the old boat looking fairly presentable, but he is a slave to his automobile. As for the other, his car soon becomes a frank disgrace, the job of putting it in shape gets bigger and bigger, and at last the owner in despair scraps it and digs down in his jeans for a new machine. What is said to be a much better solution of the problem is offered by Frederick C. Russell in *American Motorist* (Washington). Briefly, Mr. Russell's method is to "sneak in" the time it takes to keep up the appearance of a motor-car. He says:

> My stunt is not to try to do everything at one time. The driver who starts out on a holiday claiming he will do this and that will discover when the clock has ticked away precious hours of driving time that he has accomplished half of what he set out to. The work becomes a mountain the more you get into it.
>
> That used to be my method of working when I first started driving, but one day I tried for the sport of it to see how many things I could accomplish simply by doing them a little bit every day. The idea sounded good to me; but the results have been unbelievable. For example, the very first day I put the plan into operation I found that I had accomplished the following:
>
> When I went for the car in the morning I did not waste time wiping off the dust because I knew that after leaving it on the street all day my work would be useless. Instead of jumping into the machine, however, just as tho the thing were supposed to run on hope, I spent five minutes polishing the bumper, head-lights, wind-shield, dash equipment, and hub caps. The weather was clear and my trimmings were getting rusty. This done, I took out my screw-driver, and tightened two of the fender-bolts which I noticed were loose. Then I instructed the garage man to pour in a quart of oil; and while he was doing this I squirted a few drops of oil on the brake anchor clips. Two minutes later I drove out. I had not done much, to be sure. But wait.
>
> That very afternoon I took a friend with me to look over a factory about ten miles out of town. As we were passing along Sixth Street he remembered having an appointment with some one whose office we were just then approaching. He asked if I would mind waiting a moment. When I replied in the affirmative, however, I made it a point to ask him definitely how long he intended keeping me waiting. At first he gave me the usual vague reply, something to the effect that he would only be a minute, etc. That didn't go with me; for I could make good use of the time, providing I knew just how many minutes I would have to work on. Realizing this at length, he replied that we could make the limit ten minutes. Whereupon we each went our separate ways; he to his appointment, I to the filling station two squares away. While the attendant pumped gas I busied myself putting air into the rear tires. I didn't try to cover all the tires at one time. You see that isn't my way of doing business—with the car. I take things gradually—a little bit at a time, as they say. But I get there just the same.
>
> It was here, too, that I noticed my water-pump leaking. I was about to reach for my wrench, but the attendant seemed to know what I wanted and volunteered to give the pump packing nut a few turns of his own accord. Here, then, in ten minutes' time I had filled up with gas, attended to the pressure in the rear tires, and stopt a water leak. I have known the time when I would sit in a car for a half hour when waiting for some one, all the while wasting time which I might well have utilized in grooming the machine. That's how I find time to care for the car. I simply do a little work every chance I get every day. As a consequence I can devote spare time to actual enjoyment of the car and other things.

Mr. Russell has it figured out that his method of keeping up a car is like that of a man with his watch. Each day it needs attention, but so little that it isn't noticeable. The man who takes a day off to attend to his car is like the owner of the tall grandfather's clock who, once a week, has to hunt around for a large key, mount a step-ladder, and spend several minutes in winding the relic. It seems that all the "extras" required by Mr. Russell is a pair of gloves. As he says:

> I wear a pair of washable gloves, the kind we used to buy for ten cents. However, whatever you are charged for them nowadays, they are good insurance against ruining your clothes. For this reason I keep in the side-pocket of the car several pairs. One, the dirtiest, of course, I use for the sort of work my friends found me doing. Another I use when changing tires. This, by the way, has come in handy when trying to remedy bad tire luck and look presentable at the same time. The best pair I use when polishing the body of the car or the nickel. It never pays to use the same gloves for everything, because once you have dabbled in the grease you are bound to carry it to parts of the car for which grease was never intended.

When will Tire Waste and Extravagant Tire Buying End



Driving a car on a flat tire to the nearest garage, after a blow-out or puncture, is the most expensive form of locomotion known. Lacking a spare, the flat tire should be removed, and then proceed slowly.

THERE are signs that intelligent motorists are beginning to give more thought and care to the selection of their tires.

The trouble has been that the average car owner accepted his tire losses too *meekly*—as though nothing could be done about it.

As one new make of tire after another came on the market and old tires worked up new selling features and talking points, car owners no sooner got through buying *one make of tire* than they began to look around for a *different make.*

Ready to take advantage of all this shifting of trade was the irresponsible dealer, with his makeshifts, his compromises, his plausible tire experiments.

His whole attitude was one of *secrecy* and *evasion.* He believed in feeling out each individual motorist's weakness and playing to that, rather than in *helping every motorist to know more about tires.*

* * *

The motorists of this country have stood for a lot. They are beginning *to do something about it.*

Going to the good dealer—the man who is winning a greater measure of public confidence all the time—the man who believes in this principle—

That the best introduction any tire can have is the truth.

Quality is the basis on which his business is founded. And all his efforts are directed towards encouraging a wider *appreciation* of *quality.*

He is the man whom the United States Rubber Company is backing with all of its resources.

With all of its great and wide and long and varied experience. Longer and more varied than that of any other rubber manufacturer.

* * *

Go to the *good dealer* and get a *legitimate tire.*

For *you,* at least, tire waste will then end.

United States Tires

United States Rubber Company

Fifty-three Factories

The oldest and largest Rubber Organization in the World

Two hundred and thirty-five Branches

Holeproof Hosiery

APPRAISING eyes look to the hose you wear. Let this fact count when selecting your hose and your choice will be Holeproof. These are the hose of quality—fine in texture, rich in sheen, great in wear. Buy them by name. They cost no more than hose of uncertain quality.

For Men, Women and Children in Pure Silk, Silk Faced and Lusterized Lisle.
If your dealer cannot supply you, write for illustrated booklet and price list.

HOLEPROOF HOSIERY COMPANY, MILWAUKEE, WISCONSIN
Holeproof Hosiery Co. of Canada, Limited, London, Ont.
©H. H. Co

THE "GOOD-ROADS WOMAN" BEHIND THE JACKSON HIGHWAY

DOWN in Alabama is at least one woman who believes in the new good-roads religion, and who is doing missionary work in expounding the doctrine and bringing converts to the faith. Miss Alma Rittenberry, of Birmingham, has been called the most famous "good-roads" woman in the United States, says May Teressa Holder in *Motor*. It was she who originated the idea of the Jackson Highway, which was publicly launched in the spring of 1911 under the auspices of the Alabama Daughters of 1812. The road was considered to be a fitting memorial to Andrew Jackson's military triumph and civic achievement in redeeming Alabama from the savages. It stretches down the Middle Basin from Chicago to Mobile, on to New Orleans, and traverses the States of Illinois, Indiana, Kentucky, Tennessee, Alabama, Mississippi, and Louisiana. Thus it was planned and launched under the chairmanship of Miss Rittenberry. Of the good-roads promoter, the writer says:

Miss Rittenberry is well informed about the old roads and trails in America, and is cognizant of almost everything that ever happened along the Santa Fé Trail, one of the oldest, the beginning of which was in 1520, when Francisco Vasquez de Coronado led an expedition of exploration and conquest from Mexico up into Kansas, and which in 1825 was made an authorized road by Congress. She also has a fund of information about the "Old Post Road" in New York, famous in history, and about the Nolichucky Trace, often called the "Wilderness Road," and which led through the Waxhaw settlement on the Catawba River, the birthplace of Andrew Jackson and James K. Polk. And she can tell many interesting facts about the Natchez Trace, which Jackson converted into a military road.

As chairman of the Jackson Highway, Miss Rittenberry has given much of her time and thought to the work. Much discussion was had as to the route of the Jackson Highway, but it was finally decided at a meeting of the Jackson Highway Association that the main line to New Orleans would go over the old Jackson military road, the route over which Andrew Jackson returned to "The Hermitage" after the Battle of New Orleans, the other branch going over a portion of the Jackson Trace intersecting the main line along the Mississippi Gulf coast. Miss Rittenberry has traveled extensively in the interest of the highway, and, several years ago, nothing daunting, she made two trips over the proposed route, paying her entire expenses to Chicago and return, each time, by selling a copyrighted picture post-card of Andrew Jackson and "The Hermitage."

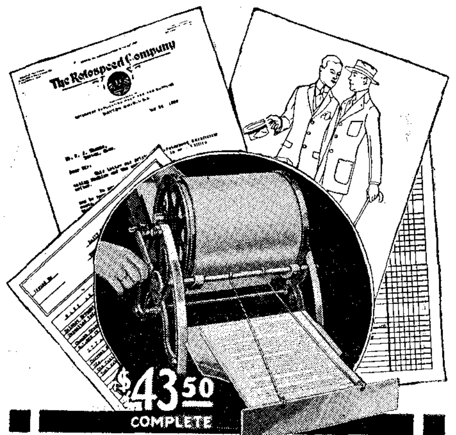
"The women of America," says Miss Rittenberry, "who are the greatest monument-builders in the world, should apply their time and energy toward the construction of memorial highways instead of bronze and marble statues. There can not be built a greater or finer monument to the memory of man than a national highway, a monument that benefits the living while honoring the dead. Our efforts have been to create sentiment and arouse interest in the building of this highway, connecting the lakes and the gulf, as a monument to Andrew Jackson; to advocate and by example push a policy of 'road education'; to awaken interest in the cities and country; to particularly show the coming generation the value of roads as monuments. The plan of building was from county to county, State to State, arousing enough interest along the selected route to get the counties to issue bonds and repair the old North and South turnpikes and build in the missing links. In this work we have been in perfect accord with the ideas of the Director of Public Roads. It is not only his hope but belief that every State will eventually adopt a system, the most important essential of which will be the Trunk Line Road supplemented by intercommunicating roads, in which a graduated system of State control will be exercised and which will receive State aid, according to their importance. In all patriotic organization work of this kind, with no financial backing, it is a long-drawn-out, persistent work, and more or less indifference and opposition are encountered.

"In the South we need the influx of our neighbors above the Mason and Dixon's line and from the great Northwest. The national highways throughout the country are as important to our National Government's prosperity as are our waterways and canals. To me the Jackson Highway and the Lincoln Highway are just as important as the Panama Canal. Good roads are avenues of progress, the best proof of intelligence. They aid the social and religious advancement of the people; they increase the value of products; they are the initial sources of commerce which swell in great streams and flow everywhere, distributing the products of our fields, forests, and factories; their benefits are shared by all, and all should contribute to them.

"One of the fine features of good roads is the benefit the rural schools derive from them. The Trunk Line Road should be built first, then it will be supplemented by intercommunicating roads. Every lane between farms will be improved, then we will have consolidated school-houses. The library and reading-room of a school will be the library and reading-room of the neighborhood. Country people are hungry for good literature. With an established school center well located with regard to roads and accessibility, churches would soon spring up near by and the location become a social center. When this condition is brought about by our legislators, voters, and citizens, we can readily wipe out illiteracy.

"As chairman, I interested the various commercial bodies in the different cities through which the Jackson Highway passes. In nearly all of the cities and small towns over the route, I was supported in my work. Nashville, the home of Andrew Jackson, naturally was interested, and all the way down the old Louisville and Nashville turnpike I met with the same courtesy and encouragement. Twice I have been over the road discussing the plans and purposes of the work with those along the route. It was an unusual work for a woman, but a most delightful work inasmuch as I met many charming people, many my old friends, and made a number of new ones."

Aside from being an all-round "good-roads" woman, Miss Rittenberry finds time to contribute to many of the leading magazines and newspapers. As a reviewer of books she has done some splendid work.



75 COPIES a minute

Here's a machine that prints good, clean, sharp form letters. It is easy to operate—your office boy or stenographer can do the work.

ROTOSPEED STENCIL DUPLICATOR

prints anything that can be typewritten, handwritten, drawn or ruled. Simply write the form on a stencil paper, attach to the machine and turn the handle.

It Will Pay for Itself in 10 Days

The Rotospeed is used by manufacturers, merchants, churches, schools, banks, lodges and the United States Government. It saves 92% of the cost of form letters. It is simple in construction and easy to operate. It prints on any size or kind of paper, from a 3 x 5 inch card to an 8½ x 16 inch sheet.

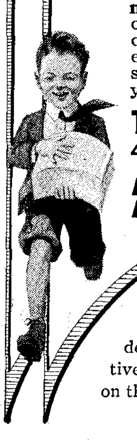
Only One Model—$43.50 Complete

There are no accessories and no higher priced models. The original cost includes full equipment and sufficient supplies for printing 24 different jobs. The saving on this much work alone will more than pay the cost of the Rotospeed.

Free Trial at Our Risk

We don't employ salesmen nor expert demonstrators. We offer to place the Rotospeed in your own office on trial. The machine **must sell itself.** Let us show you how others in your line of business are increasing profits, saving time and saving expense in the Rotospeed way. Just sign and mail the coupon, or pin it to your letterhead.

THE ROTOSPEED COMPANY
444 E. Third St. Dayton, Ohio



Mail Now

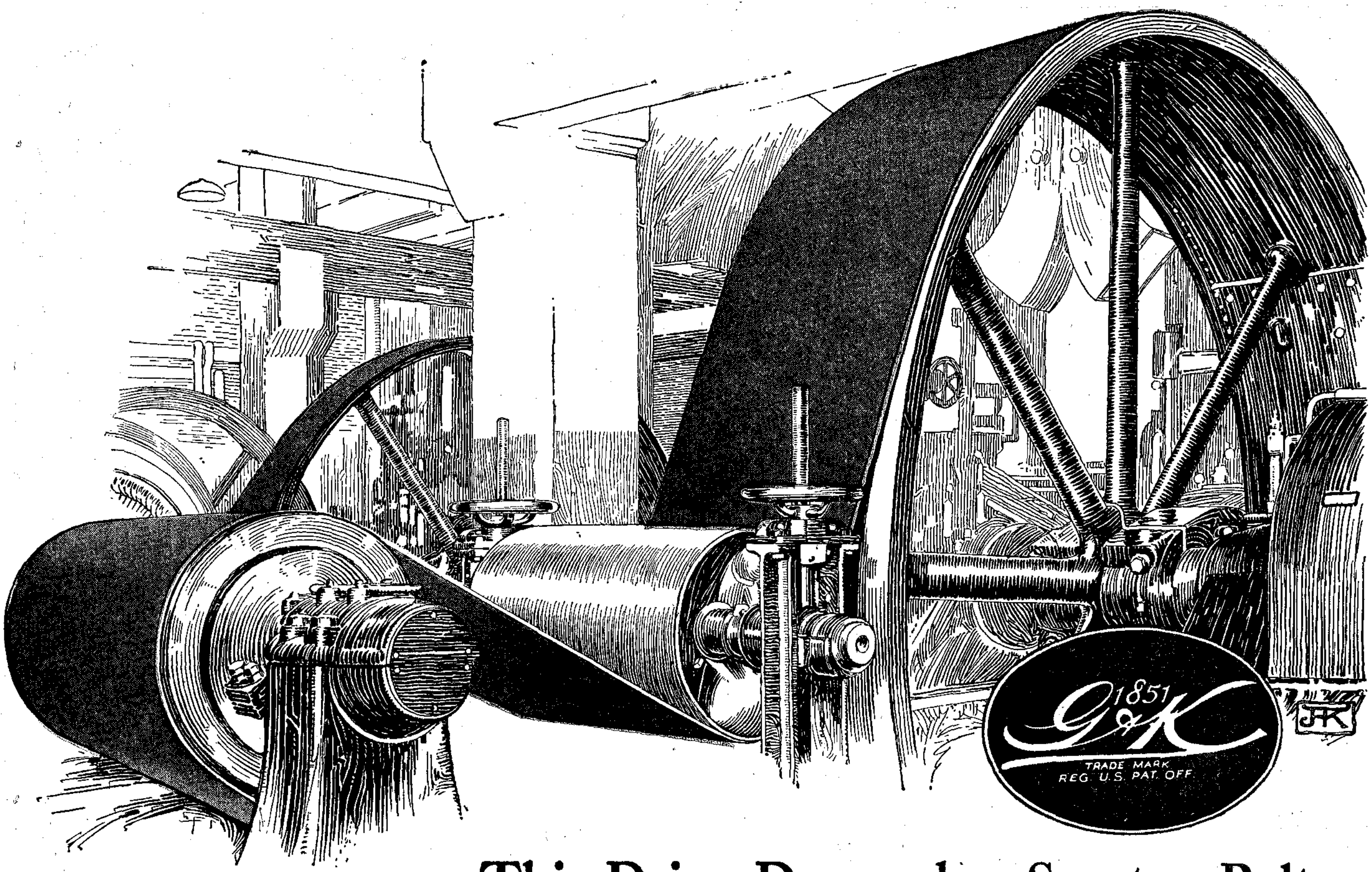
THE ROTOSPEED
COMPANY
444 E. Third St., Dayton, Ohio

Please send me, without obligation, details of your free trial offer, descriptive booklet and samples of work printed on the Rotospeed.

Name..

Address..

....



34" Spartan Double, operating 1700 gallon pump.

Railroad Building, St. Paul, Minn.

This Drive Demands a Spartan Belt

One of Graton & Knight's Standardized Series—picked for this particular place because it was the one particular belt for the job.

From the hide to the pulley, Spartan leather is made for special work. First of all, only first quality center stock leather is used; then, in our own tannery, by processes which no other tanner uses, the leather is tanned.

It passes through the factory where it is stretched—every piece receiving individual treatment suitable to its characteristics. Then the belt is made—strong, pliable, with gripping qualities that prevent waste of power through slippage and shifting on the pulley or wheel.

If you have a drive where Spartan should be used, no other belt made can give you the same service.

If you haven't, some other of the Graton & Knight Standardized Series is the belt to use. Tell us your belting conditions and we will tell you the belt to meet them.

Write for our book, "Standardized Leather Belting"

THE GRATON & KNIGHT MFG. CO., Worcester, Mass., U.S.A.
Oak Leather Tanners, Makers of Leather Belting and Leather Products
Branches and Distributors in All Principal Cities

Graton & Knight
Standardized Series
Leather Belting
Tanned by us for belting use

MOTORING AND AVIATION
Continued

She reviewed Mary Johnston's first books, "Prisoners of Hope" and "To Have and To Hold," and the first time Mary Johnston's photograph appeared in a magazine it was placed, with a sketch of Miss Johnston, by Miss Rittenberry. "But," laughingly said Miss Rittenberry, "when I asked the new authoress for her photograph to be used with my story about her, I had to make a solemn vow, and 'cross my heart,' that I would not place it alongside of actresses. Yet, do you know, after the dramatization of 'Audrey,' which was such a wonderful success with beautiful Elinor Robson (now Mrs. August Belmont) in the leading rôle, Miss Johnston and Miss Robson became close friends and were frequently seen together at the theater."

Miss Rittenberry is a Tennessean. She is a member of the League of Southern Women Writers. "My literary efforts," she says, "have brought me just enough small checks to urge me to keep on wasting stamps trying to land a big one. I have been climbing hills all my life, and when I reach the top of one there is another that looms up high and more difficult of ascent, and," she laughed, "I have about come to the conclusion that my long suit is boiling a country ham and making a Lady Baltimore cake."

MAKING THE TIRE LAST LONGER

As an automobile-owner, you are interested in saving tires—and thereby a lot of money. Any plan that has this in view carries its own recommendation, for flat tires mean a flat pocketbook, and a flat purse means all sorts of disagreeable things. F. H. Sweet writes in *The American Motorist* of an experience he had while running on a newly built stretch of road, top-drest with stone screenings. Being in a hurry, he rattled along at a good speed. For five miles or so he went on without trouble. But ten miles farther there was the familiar explosion. A tire had gone. A little later another tire went, and this kept up until all four tires were punctured. Now, having learned well at some cost, the writer goes slowly when on such a road, or makes a detour. It takes more time, but he saves tires and money. He advises others to follow his example, and suggests further:

> Whenever you take a casing off, especially an old one, examine its interior surface carefully for cracked places in the fabric. If one is found, slip a blow-out patch under it when you put the tire on.
>
> Non-skid tires, with their heavier tread, should be used on the rear wheels of all cars; the strain is far greater back there. When the casings wear thin, they can be shifted to the front wheels, or carried as extras, while new non-skids are put on the rear wheels. A little cut in the tire doesn't alarm us, and we let it go; but sharp sand and stone chips enlarge it, bit by bit, until—bang! If we had filled the cut, using one of the small vulcanizing outfits that are on the market, we would have added many hundred miles to the life of that tire.
>
> Many inner tubes are ruined by the sudden application of the brakes after a puncture or blow-out. When this is done a heavy strain is thrown on the tire when it is in no condition to resist it, and the result is an inner tube torn beyond repair. It is always better to shut off the power and stop the car slowly.
>
> The cost of operating a motor-car would be greatly increased were it not for the fact that tires can be successfully repaired to give additional mileage. There is a great diversity of opinion as to whether it is profitable or not to have tires repaired. The motorist who takes his tires to a first-class repair man will admit that it is a wonderful saving to have tires repaired successfully. The motorist who takes his tires to a cheap, inefficient repair man is the one who condemns having tires repaired.
>
> Whatever may be the attitude of some, it is positively the opinion of the majority that it pays well to have tires renewed, provided they are done by a practical man.
>
> A dozen years ago tire repairing was a trade of a very exclusive character. Very few could repair tires, and very few cared to learn, as there were not enough cars to offer inducement, and there was not very much choice between good and bad repairing. Conditions have changed. The modern garage has already installed a tire-repairing outfit. There are factories making a specialty of vulcanizing outfits, and good money is being made by repairing tires—successfully.
>
> To assist the garage man who has installed a tire-repairing outfit this article is submitted, and it is not intended for the man who knows it all. With the approach of winter many motorists lay up their cars, and the tires very often are in need of repairs, but these are usually left until spring before they are attended to. The repair man should help to cover up this winter expense by getting after the motorists of his neighborhood to let him have these tires to repair when plenty of time can be devoted to them, rather than wait until the busy season is on.
>
> To understand tire repairing thoroughly, a general idea of the construction of a tire is necessary, and this will be dealt with first. The tire or casing is made from two substances—rubber and cotton. The rubber used in the construction of a tire is usually of two grades. One is tread stock and the other cushion stock. Tread stock is compounded with other materials to make it tough, so that it will resist the wear and tear of the road, which would not be possible with pure stock. Cushion stock is used between the plies and under the tread. This kind of rubber is of a finer quality and is practically pure.
>
> The cotton composes the body of the tire, and is generally long staple Sea Island cotton, woven into light but very strong canvas, after which it is run through heavy rollers, which are fed with high-grade rubber, known as friction. This rubber is spread over the surface of the fabric. The different parts of the tire are—tread, breaker strip, cushion, fabric, side walls, bead, floating flap. The tread, as before explained, is of unusual toughness and resiliency and offers a most determined resistance to the abrasive action of road and puncturing. The breaker strip might be described as the buffer strip, as its function is to dissipate the shocks of the road before they reach the fabric. The cushion absorbs the shocks and acts as a padding between the tread and the fabric. The fabric, as already mentioned, is the body of the tire, and is thoroughly impregnated with rich friction, and will stand the bending action under the weight of the car, provided the proper air pressure is kept in the tire. The side walls are made of extra tough stock and insure protection to the fabric.
>
> The bead is made from non-stretchable stock, and is designed to hold the casing to the rim. The floating flap is to protect the tube from being pinched between the bead and the rim.

SOME PRACTICAL HINTS ON BUILDING A GARAGE

A FINICKY car-buyer often hesitates for days over some little point when deciding on what machine to purchase. Perhaps the steering-apparatus doesn't exactly suit him, or he finds fault with the varnish, or the color scheme of the upholstery offends his esthetic sense. Whatever it is, it gives him pause until he can decide the momentous matter. When, after long consideration and mature deliberation, he finally acquires a car that just meets all his requirements, paying a fancy price therefor, it happens not infrequently that that same critical buyer is perfectly content to house his prize in a building that is not much more than a shack. It reveals a peculiar kink in human nature that a man will pay a large sum for an ornate car and then allow it to be impaired by improper housing, but abundant experience has shown that such is the case—just as a farmer will go and invest in a costly piece of farm machinery and then leave it in the field until the next season for using it rolls around. In an article in *The Motor-Owner* (London), A. J. McKinney discusses this peculiar trait of car-owners to some extent, and then goes on and gives some hints as to how a garage should be built in order to be in reasonable harmony with the machine it houses. He writes under the assumption that the garage either is to be built or else that it is already in existence and needs to be improved. To quote:

> It should be perfectly feasible to enter the motor-house easily by night as well as by day, either direct from the entrance gate or from the front door itself. There should be no need to have to reverse in a narrow drive, nor should the approach be on a steep gradient.
>
> But assuming that the garage is well placed and not too near the dwelling-house, we have next to consider the building itself. Is it to be a garage merely, or is it advisable, on the one hand, to include some sort of workshop and stores, and, on the other, accommodation for the driver? The last-mentioned point is obviously one for the motorist personally to determine, nor is it vital to the subject of this article. If, however, the owner is at a loss for accommodation for his man he would do well to give thought to the very attractive little bungalows and similar tenements that are now so readily obtained. For there are certain advantages in keeping a car all to itself in a building.
>
> It is important that the garage should be adequately spacious. Whether there is one or more vehicles there should be room enough about them for a man to pass easily—indeed, sufficient space to work at ease from all sides is essential, since

MOTORING AND AVIATION
Continued

even the best of cars needs occasional adjustments or repairs.

Good overhead clearance is another requisite, particularly so at the garage entrance, for cases have occurred of limousines damaging luggage, etc., on the roof against the doorway top. Concrete, preferably sloping slightly toward a drainage gutter, makes a durable floor, and strips of asbestos material or wooden gangways, easy to remove, can be laid alongside the car to keep one's feet warm and dry.

Weather-proof qualities go without saying, and the building should be well lighted and ventilated. Moreover, it is advisable to have a pipe inserted in the wall in a position so that it can be connected to the car's exhaust by a length of rubber tubing. I mention this only too frequently overlooked item because of cases that have occurred where persons have been overcome by the noxious fumes that collect in a closed building when the engine is running. I have still vivid memories of a particularly malignant attack of exhaust-induced nausea due to this cause on a cold day.

Adequate artificial lighting is another *sine qua non*. For this purpose electricity is by far the best illuminant. Acetylene and town gas are, of course, useful enough, but they bring with them great risks of fire. If electricity can be obtained neither from the main or from a private installation, either of the alternatives can be used so long as the naked flame is enclosed in sconces or glass globes let into the garage walls and open only to the outer air. In this case, however, one can not very well have the very essential portable light; and an electric torch is the only safe substitute for inspecting the car's interior. On the other hand, it would, in many cases, be feasible to make use of the car's storage-batteries for this purpose.

Buckets filled with *dry* sand, handily disposed, are essential, also a water-supply and drainage that does not communicate with the house or other sewers. We should be inclined to recommend also that the motor-house doors carry an exterior light in case of failure of the car's lamps on a dark night. These might even be capable of being switched on from the entrance gate.

By the way, the garage doors offer a little problem of their own, the solution of which must be left to suit individual circumstances. In one case it may be possible for the doors to be in two halves, capable of sliding sideways. In other cases they may have to open inward or outward, while it may even be necessary to make each half fold back on itself.

A garage should be so arranged that repairs to the machine can readily be made in it. To that end special appliances are needed. These and other equipment appropriate for the building that houses a car are discust:

When considering heavy repairs to a car in a private garage one must decide between the best method of getting at its under side. I do not recommend the once popular pit, for it is difficult to keep dry, petrol vapor is liable to collect in it, and it is not easy to get out of hurriedly in case of necessity. Alternatively, the car might be raised from the ground by block

REO SPEED WAGON
TRADE-MARK

"I Owe Reo $280"

¶ That was the remark of a Detroit business man who bought a Reo Speed Wagon four years ago.

¶ Occasion was an informal gathering of business men preliminary to a big meeting, and as usual the discussion turned to motor trucks, the relative merits, efficiency and costs of the various makes.

¶ (Trucks is a topic of absorbing interest nowadays—the era of the motor truck has arrived).

¶ "Our practice has been to charge off 25% per annum for depreciation," he explained. "The U. S. Government has set that as the proper figure—and our previous experience with other makes had shown it was not excessive by any means!

¶ "On that basis we would now owe the maker of our Reo Speed Wagon $280.00 for having delivered to us a truck that has shown that much profit in the four years it has been in service.

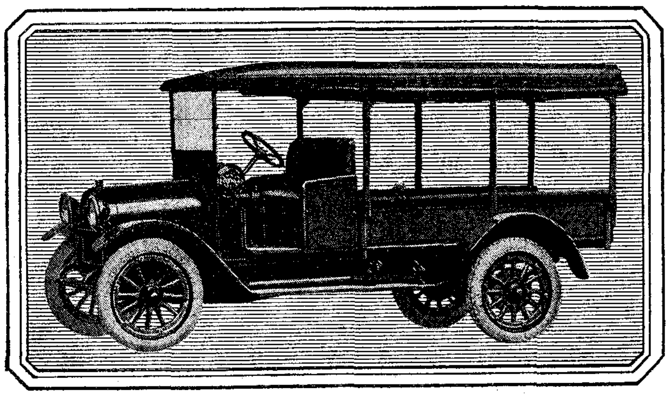
¶ "Now—in its fifth year—the Speed Wagon appears to be in just as serviceable condition as the day it left the Reo factory.

¶ "Of course we have replaced any part that needed replacing—given it all the attention it needed at any time.

¶ "That makes its record the more remarkable—in first class running condition today it still has $280.00 to its credit besides having earned its cost several times over in the work it has done".

¶ Query—does it pay to experiment with a truck of lesser proven capacity just because the price is also less?

¶ Buying a Reo Speed Wagon you are dealing with a certainty.



Copyright Reo Motor Car Co.

REO MOTOR CAR COMPANY, LANSING, MICHIGAN

"The GOLD STANDARD OF VALUES"

Reo Motor Car Co. of Canada, Ltd.
ST. CATHARINES, ONT.

and tackle, but this plan may damage the vehicle and is not advisable. Far better is it to have a portable ramp or flanged, inclined boards, up which the car can be run, either frontward or backward, to a suitable height, with stops to prevent the car from overrunning. Scotches could be used to keep it in position, and there would be plenty of room between the planks for the man to work.

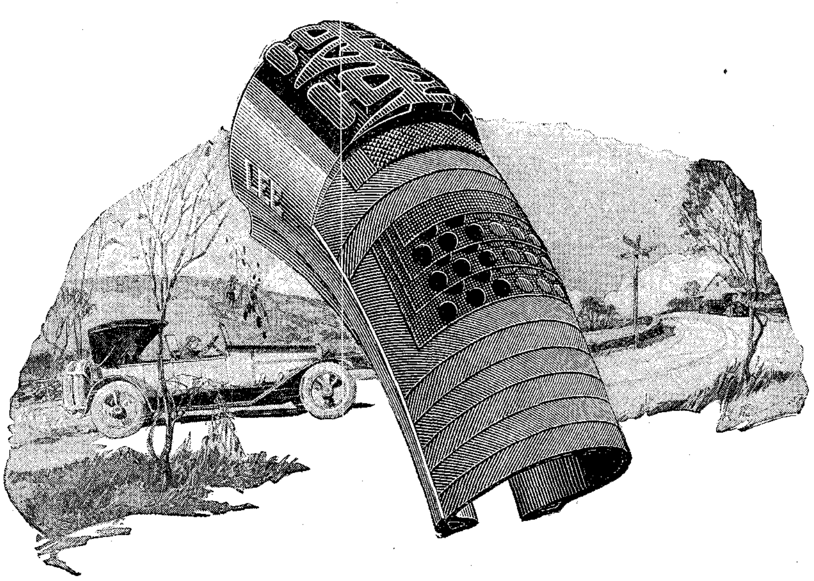
An admirable garage equipment that has been suggested includes, among other things, a portable electric light on a long, flexible lead, a bench, a small lathe, a drilling-machine and emery-wheel, with a small electric motor to energize them, and a "Baby" vulcanizer. In addition, a small charging set and an electrical main-driven tire pump, a heating system, and hot and cold water supply are included.

A dark cupboard for storing tires is also advised; likewise lockers for clothes, tools and spares, fire-fighting appliances, a linen canopy that can be lowered from the roof to protect the car from dust, and a fire-proof well (to comply with police regulations) for the storage of petrol. Oil and grease can be kept in a small annex, and on the motor-house walls a map of the district and a blue-print showing the car's lubrication system are desirable.

DOUBLE-DECKING THE STREETS TO REDUCE CONGESTION

SO serious is becoming the congestion in our larger cities that we may soon behold a double-decked street, which is the latest remedy offered, according to *The Scientific American*. Of all the suggested plans, none would be so immediately effective as this one, we are assured. The double-decking of a street would at once double its capacity, since it would not only allow double the amount of pedestrian and vehicular traffic, but would permit more traffic to pass a point at a given time on each level. The idea has received some support:

> The city of Chicago is satisfied that double-decking is practical, and it is going to carry out a work of this character in what is known as the South Water Street improvement, which will extend for several blocks, or about three thousand five hundred feet, along South Water Street. Several purposes are to be served, the first of which is to secure a new east and west thoroughfare on the margin of the well-known "loop," the central business district of Chicago, which will serve as a by-path for heavy traffic which now crosses the route. Also, it will avoid interference of east and west trucking traffic with normal north and south traffic over the river bridges. Fronting on the river, it will naturally provide freight-handling facilities; and also, in addition to separating the fast and slow traffic and increasing traffic capacity, there are certain auxiliary advantages secured in the way of providing parking accommodations for automobiles and the facilitating of the delivery of freight to adjacent buildings on two levels.
>
> All heavy motor-trucks, trolley, and horse-drawn vehicles would be confined to the lower level, the upper deck being reserved for light motor-trucks and automobiles. The absence of tracks would make it possible to utilize the center of the upper roadway for the parking of automobiles—an arrangement which would greatly increase the number of people who use their machines to reach their business offices.



LEE Puncture Proof Tires
LEE

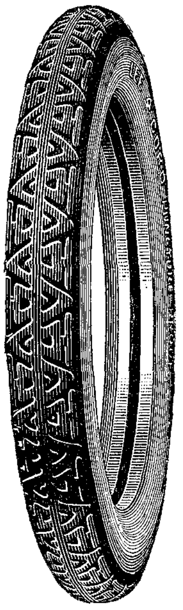
THOSE little, case-hardened *steel discs* that make Lee tires *puncture-proof*, are individually embedded in pure rubber.

Three layers of them, separated by heavy rubberized fabric, are built into every Lee Puncture-proof tire, whether "Cord" or "Fabric", *protecting* the carcass, as well as the tube, against *perforation*.

Here, then, to the limit of *mileage* is added the limit of *protection*. The peer of every tire in the one, the superior of all in the other.

Any Lee dealer—and there are Lee representatives everywhere—will fit your car with the Lee tires best calculated to give you greatest satisfaction.

Look for the "Lee" name in your telephone book



LEE tires
smile
at miles

LEE TIRE & RUBBER CO.
Executive Offices — 245 West 55th Street
NEW YORK CITY
FACTORIES CONSHOHOCKEN PA.

The only safety razor that eliminates the three great drawbacks of shaving

—the scrape and pull caused by dulling blades
—the waste of throwing blades away
—the annoyance and waste of time in cleaning

ALL those different razors you have tried—has any of them eliminated all of these drawbacks of shaving?

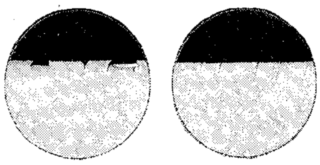
How soon does your razor blade grow dull and begin to pull? How often must you throw the blades away? How much time do you lose cleaning and adjusting?

Discomfort, expense and wasted time—these are the three drawbacks of shaving. Count the few *really fine* shaves you have had in the past week. Think of the "grouches" you've had before breakfast from an unstropped blade.

Hundreds of tiny saw teeth form the cutting edge of your razor. On a freshly stropped blade they are arranged in perfect alignment and cut smoothly and cleanly. But after one or two shaves they become bent and twisted by contact with your beard. Then they catch and pull the tiny hair follicles and scrape the skin.

So easy to bend out of alignment, so irritating unless straightened back into a keen cutting edge, these little teeth are the starting point of all your shaving troubles. That is why stropping is the real secret of shaving comfort.

Built right into the frame of the AutoStrop Razor is a remarkable self-stropping device. It is designed especially to smooth these little teeth quickly and automatically back into line. It frees you for good from the scrape of dulling blades—from the waste of throwing blades away—from all annoyance in cleaning. Neither for sharpening nor cleaning is it necessary to take the razor apart or remove the blade. With the AutoStrop Razor you eliminate the three great drawbacks of shaving.



Unstropped *Stropped*

How stropping sharpens a razor edge

Seen under a powerful magnifying glass an unstropped razor blade looks like a saw edge. Stropping keeps the tiny teeth of the blade in perfect alignment—provides a smooth, keen edge for every shave.

A safety razor and a stropping device combined in one

To resharpen the AutoStrop Razor blade you slip the specially prepared strop right through the razor head—then pass the razor back and forth along the strop. The blade turns over, then slaps down on the strop at the end of each stroke just as the blade of a straight razor does in the hands of a skilful barber. No skill is needed. In ten seconds you have a new, sharp shaving edge.

This unique stropping device makes it possible to guarantee 500 clean, comfortable shaves from each dozen blades.

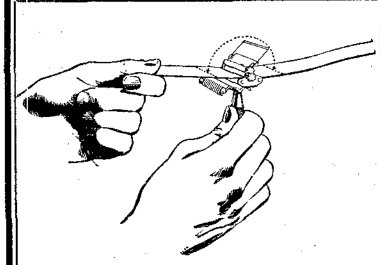
To clean the AutoStrop Razor simply release the blade and hold it under the water faucet. Rinse and dry—that's all there is to it. There is nothing to take apart, nothing to reassemble —you don't even remove the blade.

The same lever that releases the blade also adjusts it for close or medium shaving. At a touch of your thumb you can instantly set the blade for the kind of shave you want.

The AutoStrop Razor is the only safety razor that can give you all the comfort of a fresh blade every day. It ends the many shaving troubles due to dull or dulling blades —"pull," aftersmart, wasted time. Morning after morning it gives you a smooth, quick, comfortable shave with a keen, freshly stropped edge.

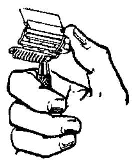
Don't put up any longer with the scrape and smart of unstropped blades. Begin tomorrow to get the comfort of a new, sharp shaving edge every morning.

Ask your dealer about the AutoStrop Razor trial plan.



No skill necessary

No skill in stropping is needed to renew the fine keen edge of the AutoStrop Razor blade. Just slip the strop through the razor head and pass the razor back and forth along the strop. You don't have to take the razor apart nor even remove the blade.

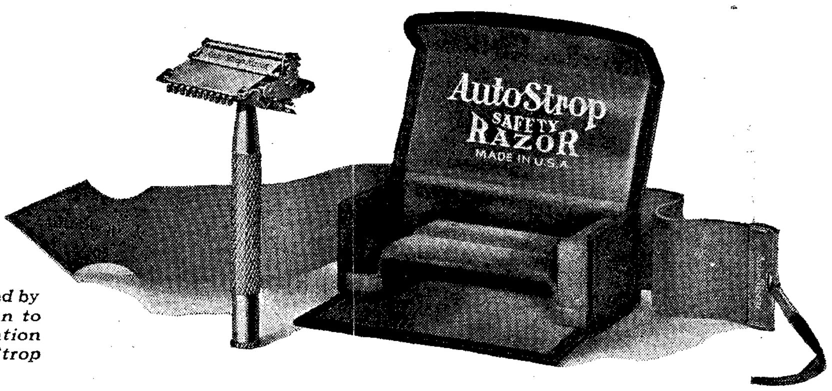


Like the leaf of a book

The AutoStrop Razor blade opens for cleaning like the leaf of a book. To clean, simply rinse and dry. No parts to unscrew—nothing to take apart and reassemble. The same lever that releases the blade also adjusts it for for close, medium or light shaving.

AutoStrop Razor

—sharpens itself



On razors, strops, blades, etc., hereafter manufactured by us we shall apply the trademark "Valet" in addition to the trademark "AutoStrop" as an additional indication that they are the genuine products of the AutoStrop Safety Razor Company, New York.

"a corking good mailing piece!"

"Unusual? Absolutely! Yet it's merely a matter of portraying the bow ties. Pictures sell goods—if they are faithful pictures."

Foldwell's long, strong fibres and rag base make it an unusually strong printing paper. Thousands of advertisers depend upon this strength to carry their sales messages clean and whole to their prospects. Learn what Foldwell will do for you by sending for our booklet, "Paper as a Factor in Modern Merchandising."

IT took Foldwell's specially prepared surface to bring out faithfully the colors used on the mailing piece pictured here. And it took Foldwell's remarkable strength to hold at the seven repeated folds—each one weakened by die cutting. More remarkable still—no cracks appeared at the folds to deface the impressions which portray silk cloth.

Faithful visualization! Better results in direct advertising.

CHICAGO PAPER CO.
Manufacturers
804 S. Wells St. CHICAGO, ILL.

Nationally Distributed

COATED WRITING & COATED BOOK & COATED COVER & Foldwell TRADE MARK

MOTORING AND AVIATION
Continued

The upper deck would extend down the crosstown streets at the more congested centers; elsewhere, access would be had by means of inclines. These would be less than half the width of the side streets; the ramps for down-town traffic leading west and those for up-town traffic to the east.

Now all of these advantages, with the exception of those pertaining to river-frontage, would be secured if the same method of double-decking were applied at some of our most congested centers, say, on Broadway, Fifth Avenue, and certain of New York's cross-town streets. By judicious cooperation of the engineer and the architect, the upper deck could be so laid out as to avoid the unsightly constructions which form our elevated railroads. An obvious suggestion looking to this end would be to build the supporting columns and floor-beams in a series of flat arches and encase the whole in white glazed terra-cotta. For lighting the lower deck or street level, it would be sufficient to reserve the upper deck for light automobile traffic and fill in the floor from curb to curb with a heavy design of skylight construction similar to that now used on passenger sidewalks. Heavy trucking would be relegated to the lower deck at street level. An incidental advantage of this system would be that the store frontage along the street would at once be doubled, since property-owners would readily appreciate the advantage of having additional window display on the second floor. Another and very practical advantage would be that the lower deck would afford a completely sheltered thoroughfare in rainy weather and during the snows and frosts in the winter-time.

SOME QUIRKS OF THE LAW AS APPLIED TO THE AUTOMOBILE

HOW far the owner of an automobile is legally responsible for accidents resulting from the use of his car, whether by himself or by some one else, depends, as everything else in law depends, on the circumstances entering into the case. If a motorist who has too often refreshed himself from a bootlegger's bottle collides with a railroad engine he can not recover damages, even tho the engineer, too, may have been at fault in disregarding signals. A few interesting instances of cases that have been brought into court are given by the legal correspondent of the New York *Herald:*

> In a recent decision of the New York Court of Appeals it is shown that a boy was injured by an explosion of dynamite which was being carried in a municipal automobile. The dynamite was about to be used in an attempt to recover a body believed to be lying in a near-by stream. A number of people were gathered around the car to watch the proceedings when the explosion occurred. The city had failed to comply with the legal safeguards governing the transfer of explosives through the streets, and this was the ground upon which a claim was filed by the boy—one of the injured spectators. The court decided that the city was responsible in damages for the consequences of the explosion.
>
> In deciding this case the court calls attention to the general rules of law governing the right of loiterers and spectators in the public streets to damages from a city

for injuries received through automobile accidents thereon. It cites the case of the improper use of a street for an automobile race. In such a case spectators who congregate for the purpose of witnessing the race have no claim against the city if they are injured by one of the machines, while a passer-by at the time would have a claim if he were injured. The distinction is made between people who knowingly congregate in a public place through design and those who loiter there when they happen to be passing. The former must take the risk incident to the purpose of their visit; the latter are entitled to damages for the unforeseen consequences of their curiosity, provided they are not guilty of contributory negligence when they discover the dangers of their situation.

In Pennsylvania this distinction is not drawn. Neither class of persons is permitted to claim damages there from a city under the conditions stated.

In a recent Alabama case an automobile seized by the sheriff for unlawful use in the transportation of liquor had been purchased by the owner on the conditional sale plan. After the seizure but before the final act of condemnation under the law a friend of the owner paid up the mortgage on the car and then filed a claim to the car. He had had no connection with the improper use of the car. His claim to the car was denied. The car was then sold and the proceeds came before the court for distribution. The owner's friend now claimed reimbursement of the amount of the mortgage paid by him. Altho the amount realized at the sale was sufficient to pay this claim and all expenses, the court held that the unlawful conduct of the owner prevented payment of the friend's outlay. As his claim was based upon his attempt to save the car from the consequences of its owner's violation of law, he had to be treated in all respects as acting in behalf of the owner. This placed him on a parity with the owner in the eyes of the law.

Where a trucking contractor hires his trucks together with his chauffeurs on a daily basis, and one of the chauffeurs is injured while loading a truck for the hirer, the question arises whether the employer of the chauffeur or the hirer of the truck should be haled before the Workmen's Compensation Commission or other similar body having power to award compensation in such cases. The question has arisen recently both in New York and in Massachusetts. In both States the courts agree that the tribunal has power to award compensation against either party, and that the decision on the question depends upon the terms of the contract of hiring. If the owner of the trucks retains full control of the chauffeurs he is the party to be charged with the compensation. If the control of the chauffeurs is delegated to the hirer, this renders the latter liable as if he were the employer.

In a recent Indiana case it appeared that an automobile was driven into a moving train at a street-crossing. The occupants of the car were all more or less under the influence of liquor. All were injured. It was admitted that the train approached the crossing without giving the required signals. Admittedly the driver of the car had no claim, because of his own contributory negligence. A female guest in the car, however, claimed damages against the railroad for her injuries. The court decided that her knowledge of the condition of the driver, together with her own participation in the consumption of intoxicants, placed her in no better position before the law than the former, and that therefore her claim could not be sustained.

WHITTALL RUGS

Symphony in Colors

GAYETY, sadness, longing, romance, adoration—all the changing moods of an artist's soul—are expressed in the blending of sounds that make the great musical symphonies or in the colors piled on canvas to make masterpieces in painting.

Just as music affects our senses, so it is with colors—either can lull and comfort or have the opposite effect.

The great over-powering symphony would be too disquieting for daily hearing. The cheap, tinkling melody wearies us with repetitions.

But there are those chosen few melodies—just as there are colors—of which we never tire. These are linked by a grateful memory for their associations with happy times.

Perhaps what to you is the sweetest music in the world is to another just music. What to you is a blending of colors exactly as you like them is to another just so many colors put together—not a symphony.

Each of us has a preference.

And it is to suit these varied preferences that Whittall Rugs are made in a great variety of colors—exquisite harmonious chords of color blended into one definite color motif—so skilfully that you can place one Whittall Rug on end to another, and the eye is never offended by contrasts that make discords.

Yet each rug is different.

Walk on Whittall Rugs through the rooms of homes where they are used exclusively, and you will be charmed by this pleasing change from one color motif to another—colors that melt one into another—no monotony of tone—yet a perfect symphony of color as a whole.

Each has the design masterpiece of the rarest and finest of the Orientals.

In some the Oriental colorings are rigidly adhered to.

In others changes have been made to accord with your particular color preference—to enable you to give to your home that personal expression of the true comfort that comes from colors that comfort you—not merely the restricted color choice of an Orient tribe.

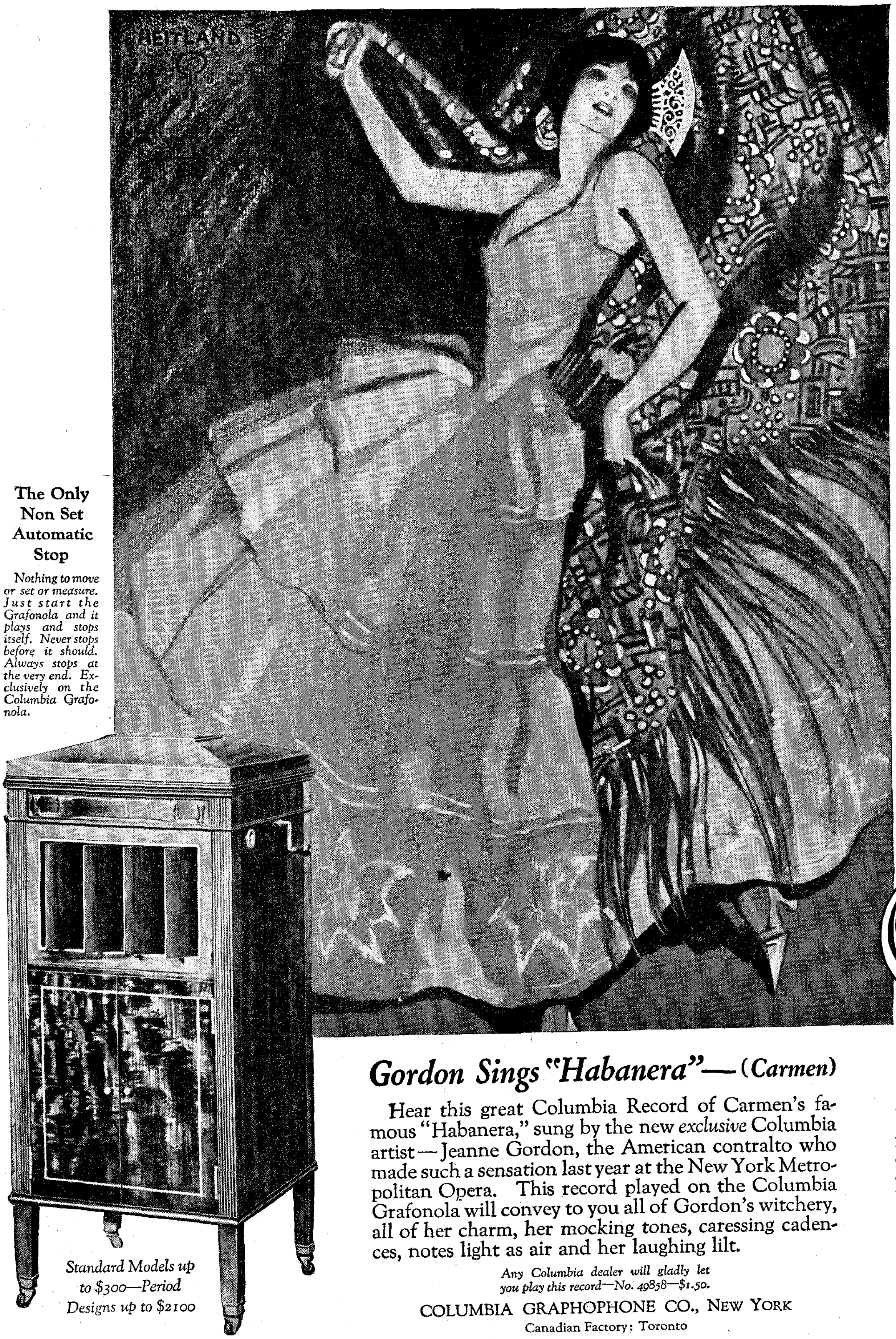
Yet all that is truly exquisite in Oriental Rugs is faithfully reproduced in these American-made floor coverings.

Their beauty of design and coloring costs you nothing. You pay for the materials which are of the best—workmanship which has no equal—which gives you extremely long wear.

May we not send you a book describing them? It is called "Oriental Art in Whittall Rugs," beautifully illustrated in colors—free for the asking.

M. J. WHITTALL ASSOCIATES
280 Brussels St. Worcester, Mass.

Columbia Grafonola



The Only Non Set Automatic Stop

Nothing to move or set or measure. Just start the Grafonola and it plays and stops itself. Never stops before it should. Always stops at the very end. Exclusively on the Columbia Grafonola.

Standard Models up to $300—Period Designs up to $2100

Gordon Sings "Habanera"—(*Carmen*)

Hear this great Columbia Record of Carmen's famous "Habanera," sung by the new *exclusive* Columbia artist—Jeanne Gordon, the American contralto who made such a sensation last year at the New York Metropolitan Opera. This record played on the Columbia Grafonola will convey to you all of Gordon's witchery, all of her charm, her mocking tones, caressing cadences, notes light as air and her laughing lilt.

Any Columbia dealer will gladly let you play this record—No. 49858—$1.50.

COLUMBIA GRAPHOPHONE CO., NEW YORK
Canadian Factory: Toronto

Exclusive Columbia Opera Artists

BARRIENTOS
GARDEN
GORDON
HACKETT
LAZARO
MACBETH
MARDONES
PONSELLE
ROMAINE
ROTHIER
STRACCIARI

REVIEWS - OF - NEW - BOOKS

JOHN BURROUGHS ACCEPTS THE UNIVERSE

TO have lived more than eighty years in our peculiar corner of the universe and still be able to say, with valiant conviction, that it is the best possible world, and the "people in it are the best possible people," is no small achievement. And when it is no less a personage than John Burroughs who makes this assertion, the argument calls for a careful hearing, whatever one's point of view may be. To very many people, indeed, Burroughs speaks as one having authority; something after the manner of the Hebrew prophets, or, perhaps better, the Greek sage whose disciples held him almost a demigod. Now, in his collection of essays on "Accepting the Universe," he has put together a statement of modern scientific pantheism, or, as he prefers to call it, "Naturism," and the practical outcome of this attempt "to justify the ways of God to man on natural grounds," is the conclusion that "the universe is good and that it is our rare good fortune to form a part of it."

"Religion," says Mr. Burroughs, "as the world has so long used the term—that human mixture of fear, reverence, superstition, and selfish desire—has had its day." In place of it, in lieu of any "revelation" and any idea of a personal God existing outside of or apart from the world and creating, directing, or planning things, he asks us to face "the reality as science shows it to us," and admit that to the finite mind (the only mind we have) anything apart from scientific truth is absolutely unknowable.

Thus far there is nothing new in the argument. It is no more than a statement of the current agnosticism, which is, no doubt, the mental attitude of many to-day. But his deduction from it of a radical, even militant, optimism, an invincibly cheerful feeling that all is for the best despite the appearance of evil—wars, pestilence, greed, lust, cruelty, and stupidities—that is different, and of some novelty in his presentation of it. Nor does he shirk anything, or try to dodge the problem of evil. Says he:

"The naturist must see all things in the light of his experiences in this world. He experiences no miracles; he sees the cosmic energy as no respecter of persons; he sees the rains falling alike upon the just and the unjust; he sees the vast, impartial, undiscriminating movements of Nature all about him; he learns that the land can not sustain life without the fertilizing rains, yet he beholds the clouds pouring out their bounty into the sea just as freely as upon land; he beholds the inorganic crushing the organic all about him, and yet he knows that the latter is nothing without the former. If God and the universal cosmic forces are one, how surely is God on both sides in all struggles, all causes, all wars, righteous and unrighteous!"

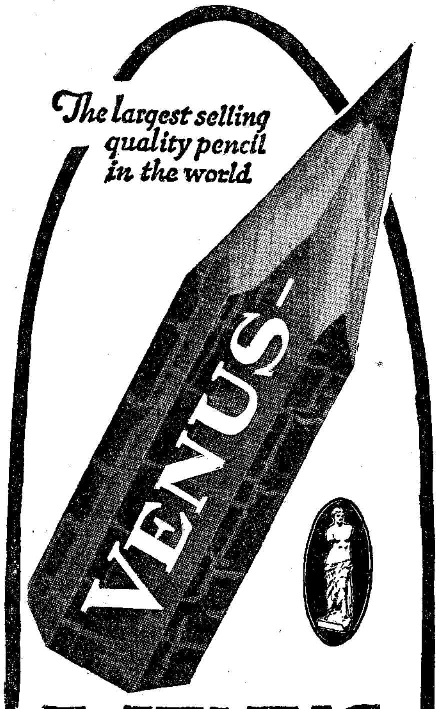
Yet, he maintains, the naturist is not overwhelmed or bewildered; he can reconcile the contradictions. This is to be effected by getting far enough away from any particular portion of the universe to see the thing as a whole, or, at least, to see as much of it as our limited vision can encompass. The scheme of things, if we must call it a scheme, is, on the whole, good. The dark spots do not matter, if you get them in the right perspective. "In the curve of the moon's disk," says he, "all broken or irregular lines of the surface are lost to the eye—the wholeness of the sphere-form subordinates and obliterates all." So, the only difficulty is to get far enough off to see nothing but the sphericity of it.

The individual does not matter; it is only the good—if it is to be called good—of the whole that counts. This individual, any selected atom, is only a momentary form of a bit of the world-stuff. Its apparent death is only a change, a resolution of elements into a new combination. It is the growth of the whole that matters. And herein he finds satisfaction. Thus—

"I behold the great scheme of evolution unfolding despite all the delays and waste and failures, and the higher forms appearing upon the scene. I see on an immense scale, and as clearly as in a demonstration in a laboratory, that good comes out of evil; that the impartiality of the Nature Providence is best; that we are made strong by what we overcome; that man is man because he is as free to do evil as to do good; that life is as free to develop hostile forms as to develop friendly; that power waits upon him who earns it. . . . Life would be tasteless and insipid without pain and struggle and disappointment. . . . The stars send their influences, the earth renews itself, the brooding heaven gathers us under its wings, and all is well with us if we have the heroic hearts to see it."

But we are not to suppose that man is the center of the universe, or that the world exists for him any more than he exists for it. The air is not made for us to breathe; rather, we have grown lungs because there was air eons before life was. "In short," says he, "nature is the primary fact and the forms and organs of life the secondary fact." Life adapts itself to the inorganic, and thrives in proportion to the success of such adaptation. Man is but a part of the whole; a part of God or Nature, whichever you prefer to call the Totality. And Mr. Burroughs finds ground for his optimism in the vast possibilities of the perfection of these adaptations. "We are embosomed in the Eternal Benificence whether we desire it or not. . . . To feel at home on this planet, and that it is, with all its drawbacks, the best possible world, I look upon as the supreme felicity of life."

The best possible world, that is, so far as it has gone. But it is growing better tho we can not imagine any ultimate end or aim, or conceive an end at all, any more than we can think of a beginning. The universe was not created; it *is*. The world as we know it is doomed to change, but to what aim, if there be any aim, we can not know. It is enough to know that we are "at home" here and now, and that we are capable of adapting life to surrounding conditions, and also capable of growth. "This," he admits, "may be a chilling gospel. . . . But how can we deny it? Can we refuse to face it?" And he believes that if we do face it, with rationally adjusted cosmic and natural-universal standards, we may do so not merely with equanimity, but even with "supreme felicity." ("Accepting the Universe." By John Burroughs. Houghton Mifflin Company.)



VENUS PENCILS

THE matchless VENUS Pencils, known in every quarter of the world for their smooth, satin-like leads represent the acme of excellence in pencils. Perfect for any purpose.

17 Black Degrees
For bold, heavy lines
6B-5B-4B-3B
For general writing and sketching
2B-B-HB-F-H
For clean, fine lines
2H-3H-4H-5H-6H
For delicate, thin lines
7H-8H-9H
For general writing the most popular degree is "HB"

Plain Ends, per doz. . . $1.00
Rubber Ends, per doz. . . $1.20
Also 3 Copying degrees for indelible uses

VENUS Everpointed PENCIL No. 849

An "ever *ready*" VENUS pencil, never shorter, no sharpening necessary. Made in 14 degrees—3B to 9H—a holder for each degree.

849. VENUS Everpointed Pencils, any degree, each . . .40
842. Refill leads for 849, any degree, box of six 60

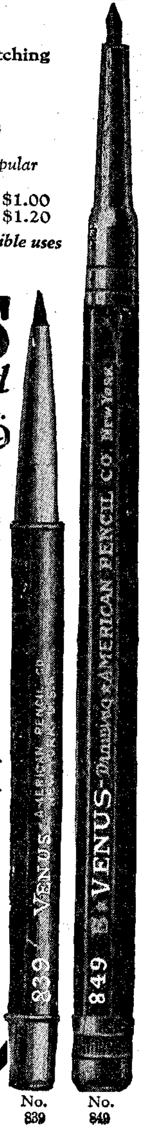
Venus *Pocket* Pencil, No. 839

Short, to fit vest pocket or shopping bag; everpointed. For HB (medium) lead *only*.

839. VENUS Pocket Pencil, HB degree, *only*, each . . .25
857. Refill leads for 839, HB degree, per doz. 60

At all stationers and stores

American Lead Pencil Co.
223 FifthAve.,NewYork
and London, Eng.



VENUS AMERICAN PENCIL CO.
839
VENUS-Drawing AMERICAN PENCIL CO. NEW YORK
849
No. 839
No. 849

Start Your Motor Instantly in Cold Weather

WEATHER'S getting colder, snow will soon be flying—but zero temperature won't stop your motor car enjoyment when it is equipped with an Imperial Primer!

One stroke of the Primer, within easy reach on the dashboard, sprays fireable vaporized gasoline into the manifold, enabling you to start your auto, truck or tractor instantly! This prevents any drain on your battery, a feature alone worth many times the price of this equipment.

An Imperial Primer is easily operated and is ideal for women drivers. Any garage man will install it in less than an hour, or you can do so yourself by following the simple instructions given with each outfit.

Order an Imperial Primer from your local dealer or garage man today.

The Imperial Brass Manufacturing Co.
1229 W. Harrison St.
Chicago, Ill.

San Francisco
Monadnock Building
New York
Longacre Building

Imperial Primer

Imperial Products Include
Priming Cups
Shut-Off and Drain Cocks
Gasoline Tubing Connections
Oxy-Acetylene Welding and Cutting Equipment
Lead Burning Outfits
Carbon Burning Outfits
Door Guards
Kick Plates
Pull and Push Bars
Bronze Honor Roll Tablets
Bronze Signs; Name Plates
Watrous "Duojet" Closets
Liquid Soap and Dispensers
Self-Heating Iron
Imp Flashlite Gun

Complete information given on all items in which you are interested

IMPERIAL PRODUCTS

REVIEWS OF NEW BOOKS
Continued

THE MAKING OF AN AMERICAN CITIZEN

ANY ONE knowing vivacious and fun-loving Dyck Calhoun can not help expecting him to fall into mischief. This handsome and swashbuckling son of an Irish country gentleman has been leading a life of irresponsibility, roaming among the hills and valleys of his native heath, enjoying them with the fulness of his poetic spirit, and indulging more than is respectable in drink. Yet he is courageous and practical, and his morals are beyond reproach. Sir Gilbert Parker in his new romance, "No Defence," has tried to portray a genuine Celt in creating the character of Dyck.

But before the mischief begins he meets on his homeward path one bright, soft morning the girl of his dreams, a devilishly charming Irish girl whose eyes are bluer even than his own and whose luscious face captivates him. She is singing in Irish, too.

"'Well, who are you?' she asked with a slightly southern accent in her voice, delicate and entrancing.

"'My name? Why, it's Dyck Calhoun. That's all.'

"Her eyes brightened. 'Isn't that enough?' she asked gently.

"She knew of his family. She was only visiting in the district with her mother, but she had lately heard of old Miles Calhoun and his wayward boy, Dyck; and here was Dyck, with a humor in his eyes and a touch of melancholy at his lips. Somehow her heart went out to him.

"Presently he said to her:

"'And what's your name?'

"'I'm only Sheila Llyn, the daughter of my mother, a widow, visiting at Loyland Towers. Yes, I'm only Sheila!'"

In truth, Llyn is her mother's maiden name. Sheila has never known her father, whom her mother divorced by Act of Parliament against the wishes of the Church. Erris Boyne had been debauched, drunken, and faithless, and fifteen years ago, while Sheila was yet an infant, she freed herself from him.

"'Oh, you'll be forgetting me by to-morrow,' the girl said with a little wistfulness at her lips." He assures her he will not.

That evening at Playmore, the estate of Miles Calhoun, a summons comes from the Attorney-General to Miles to repair to Dublin and report on the state of affairs in his district. This is a troublous time, when plots are being brewed in Ireland to help the French revolutionists strike a blow at England. The Calhouns depart in the company of the messenger, Leonard Mallow, who is to act an important rôle in Dyck's life. Dyck, tho ready for adventure, is sorry he must part from Sheila.

Mallow has already made himself distasteful, and in Dublin Dyck finds him more obnoxious. They quarrel at cards—Mallow is at fault for his insulting insolence. Liquor loosens Dyck's tongue, and he challenges the man. But they continue their playing, for a duel can wait.

Mallow suggests swords, and so it is. In a secluded corner of Phœnix Park the next morning the combat of honor takes place. Mallow has a gift with the sword, but Dyck is more richly talented. He wins, but spares his opponent.

Dyck's weakness for the bottle draws him into further difficulties. At the Breakneck Club he chums with Sheila's father, not knowing his companion's identity. Erris Boyne drugs Dyck's wine and begins to fill him with traitorous talk. He wants Dyck to rise against the English monarchy and join the French, and confides that the French Fleet is soon coming to the coast of Ireland.

"'What astounds me,' said Dyck, 'is that a man of your standing should believe the French are coming here now to Ireland. No, no, Boyne; I'm not taking your word for any of these things. You're a gossip; you're a damned, pertinacious, preposterous gossip, and I'll say it as often as you like.' . . . . . .

"'So it's proof you want, is it? Well, then, here it is.' . . . . .

"Dyck looked at the document, then said:

"'Ah, that's what you are, eh?—a captain in the French artillery! Well, that'd be a surprize in Ireland if it were told.' . . . . . .

"'What's to prevent you, Dyck Calhoun, from being President of the Irish Republic? You have brains, looks, skill, and a wonderful tongue. Isn't it good enough for you?'

"With a sudden burst of primitive anger, Dyck got to his feet, staggering a little, but grasping the fatal meaning of the whole thing.

"'I tell you this, Erris Boyne, there's none has ever tried me as you have done! What do you think I am—a thing of the dirty street corner, something to be swept up and cast into the furnace of treason? Look you, after to-day you and I will never break bread or drink wine together. No—by Heaven, no! I don't know whether you've told me the truth or not, but I think you have. There's this to say—I shall go from this place to Dublin Castle, and shall tell them there—without mentioning your name—what you've told about the French raid. Now, look you, by God, you're a traitor! You oughtn't to live, and if you'll send your seconds to me I'll try and do with you as I did with Leonard Mallow. Only mark me, Erris Boyne, I'll put my sword into your heart. You understand—into your filthy heart!'

"Suddenly Boyne's look changed. He burst into a laugh, and brought his fists down on the table between them with a bang.

"'By Joseph and by Mary, but you're a patriot, Calhoun! I was trying to test you. I was searching to find the innermost soul of you.'"

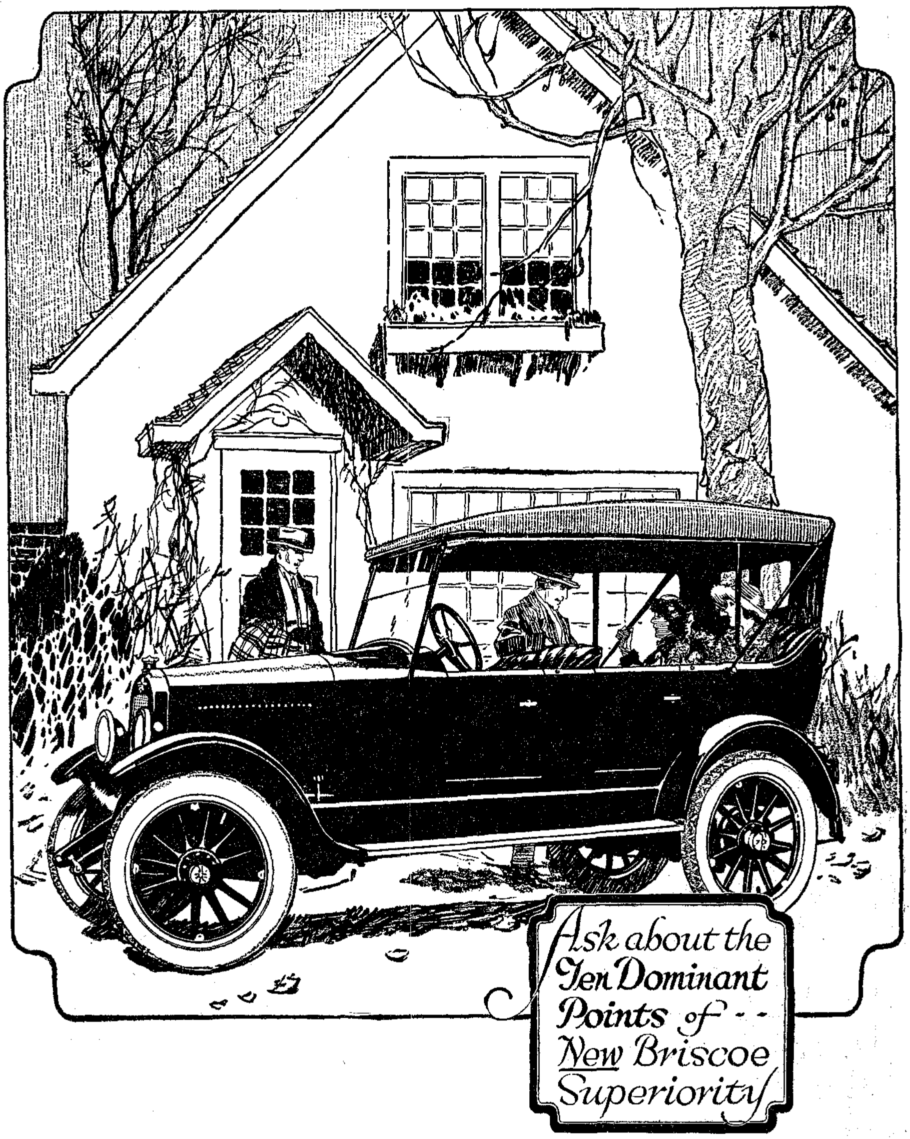
With that Erris Boyne, having miscalculated, is able to calm him and end the altercation. Therewith they clink glasses together again until Dyck is so completely drugged that Boyne can kidnap him and carry him out of Ireland with the secret of the French.

While Dyck, insensible, is sprawled in his chair, a woman steps into the room. Boyne does not hear her immediately.

"Then, when he did turn around, it was too late. The knife she carried under her skirt flashed out and into Boyne's heart. He collapsed on the floor without a sound, save only a deep sigh."

Noreen, Boyne's maltreated second wife, slips out, unseen. Three hours later the landlord of the tavern finds the body. "At the table, with his head sunk in his arms, sat Dyck Calhoun, snoring stertorously, his drawn sword by his side."

The horror of the situation develops when Dyck honestly can not tell whether or not he is the murderer. And the consternation increases when, sitting in jail, he is told he has killed his sweetheart's father. Dyck is between the devil and



NEW BRISCOE

The Leader of Light Weight Cars

Touring Car
Four-door Sedan
Compartment Roadster

EASY to handle, easy to ride in and exceptionally easy on the pocketbook both in first cost and maintenance expense—these are the principal reasons why the *New* Briscoe so easily maintains its leadership.

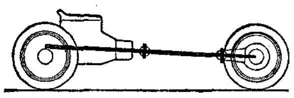
Add to them a beauty of line that makes the car distinctive in any company, and the enthusiasm of Briscoe owners is readily appreciated.

There is a Briscoe showroom near you.

BRISCOE MOTOR CORPORATION
JACKSON, MICHIGAN

The Canadian Briscoe Motor Company, Limited, Brockville, Ontario

Straight-Line Drive—



cutting the work of the universal joints to a minimum—assures the maximum power at the rear wheels.

Marcy
a smart, close fitting
ARROW
COLLAR
Cluett, Peabody & Co. Inc. Troy, N.Y.
For the smart tight knotted Cravat

Shawknit
TRADE-MARK
REG. U.S. PAT. OFF.
HOSIERY for MEN

WHEN you see Shawknit Hosiery in the shop window, you know that the proprietor has your interests in mind as well as his own. He wants you to be well served, so that you will come again.

At your dealer's

SHAW STOCKING CO.
Lowell, Mass.

REVIEWS OF NEW BOOKS
Continued

the deep sea. To expose the truth about Erris Boyne is to bring shame upon Mrs. Llyn and Sheila, and to remain silent is to spoil his only chance of freedom. It is true his sword has been found clean, but the landlady testifies she heard violent quarreling. Dyck pleads "no defense," and is convicted of manslaughter.

Sheila refuses to believe in his guilt, and no one has yet told her that Boyne was her father. She proposes a trip to Dublin, but her mother, afraid to face the situation, withholds permission.

Events happen quickly. Mrs. Llyn and daughter set off for Virginia at the urgent call of the unfortunate widow's brother, who has an immense plantation there. Sheila writes Dyck a hopeful farewell, begging him to remember that "America is a good place for a young man to live in and succeed." Dyck is sentenced to prison.

In four years he is released, and he comes out a changed man. "There was no look of youth in his face now. It was the face of a middle-aged man from which the dew of youth had vanished, into which life's storms had come and gone." With a few pounds in his pocket, his father dead, the estate sold for debts, Dyck reenters the world. To London he goes in search of luck, but some one steals his purse and he sinks to the depths of poverty and despair.

Rather than be shanghaied aboard an English vessel he enlists in the English Navy as a quota man, to toil with the rest of the men and, if necessary, to die fighting. A letter has been forwarded to him from Sheila offering money and inviting him to Virginia. But Dyck is too proud to accept and too sensible of the breach between them.

These are mutinous times in the Navy. The sailors are having to put up with evil-smelling food, maggoty bread, the hideous stench of the bilge-water, tyrannous flogging and imprisonment, and, worst of all, with wofully inadequate pay. Newspapers are reporting doleful naval rumors, and in one port, it is said, all the sailors refused to work.

"Something had put a new spirit into the life of his Majesty's ships; it was, in a sense, the reflection of the French Revolution and Tom Paine's 'Age of Reason.' What the Americans had done in establishing a Republic, what France was doing by her revolution, got into the veins and minds of the sailor first; for, however low his origin, he had intercourse not given to the average landsman. He visited foreign ports, he came in touch with other elements than those of British life and character."

The mutiny on Dyck's ship, the *Ariadne*, is effective and complete. By his aggressiveness, his superior education, and his innate ability, he assumes leadership of the man o' warsman, orders the *Ariadne* to proceed across the Atlantic and join the British Fleet in the Caribbean to fight the French, thus to prove that grievances against the Admiralty and not want of patriotism is the motivating force of the mutineers. Under his captaincy and by his reforms the contented crew bring the *Ariadne* to the Indies just in time to beat off the French.

Dyck and his men are granted amnesty for their heroism. Dyck settles in Jamaica, finds treasure off the coast of Haiti, prospers on his plantation, and once again defends the British possessions from the enemy. This time freed black men rebel against the Government, drawing to them the wretched slaves, and the Governor, having disregarded Dyck's warnings, is helpless. Dyck takes control, organizes an army, and with the aid of sixty bloodhounds quells the uprising. Incidentally, he saves Sheila and her mother, who have come to the island on the pretense of inspecting their late relative's property.

But a reconciliation can not take place, especially since Dyck out of his own lips and of his own accord has confessed everything to Sheila. Besides, there is the Governor, who is striving for her hand, and he is Lord Mallow, intense hater of Dyck, who bears fresh in his mind his defeat in Phœnix Park.

However, the ship of destiny rights itself when Noreen, coming to Jamaica as a governess, avows with her dying breath that she, not Dyck, killed Erris Boyne. His lordship, Governor Mallow, is flabbergasted, then brings the King's offer of a baronetcy.

"Calhoun smiled. 'Your Honor, I can take no title, I can receive no honor. I have ended my life under the British flag. I go to live under the Stars and Stripes.'"

On the next boat that sailed for Virginia two notables among the passengers were Mr. and Mrs. Dyck Calhoun. ("No Defence." By Sir Gilbert Parker. Lippincott.)

SOCIAL BARRIERS BROKEN BY LOVE AND WAR

UPON the terrace of a French country house, used as a convalescent home for officers, two women are standing with their eyes fixt upon a summer-house in the garden where Nurse Pennant is sitting with her patient, a handsome young officer. The younger of the two women on the terrace is Miss Adela Bellairs, a beautiful girl in the uniform of a V. A. D., and she is suggesting to her companion, the matron of the home, the propriety of interfering in the love-affair that is plainly developing between Nurse Pennant and Captain Monkland, who, it appears, is Miss Bellairs's cousin and heir to a baronetcy. She voices her objections thus: "Her people are impossible. Old Pennant, nurse's father, was just a farmer's son. One of General Selby's daughters made a runaway match with him. Her family wouldn't see her after the marriage. But General Selby made interest to get his hopeful son-in-law appointed agent to the Warristoun estate at Estongarth, in Nickleshire. As it happens, the property is in the next dale to Mannadale, where the Monkland place is. The Pennant girls are known all round the neighborhood for their pushing ways. The mother died young and the father is dreadful. I am told he gets drunk in Bircastle every market-night." This appeal is successful, and the matron decides to give Nurse Pennant her long leave at once. Meanwhile she and the Captain are talking over the possibility of their meeting in England, for her leave will be spent with her father in Estongarth, and as soon as he is well enough, he will go to his aunt's house at Mannadale, which is being used as a convalescent home. Captain Monkland also learns that Nurse Pennant has been brought up by an aunt in Bournemouth, has only seen her sisters once, and does not even know her father by sight. And so the curtain rises on Mrs. Baillie-Reynolds's latest novel, "Also Ran" (Doran).

When Jacynth Pennant arrives at Estongarth she is met at the station by her father, a handsome man, whose face, however, bears the marks of dissipation, but who greets her

STETSON

THE well dressed man who knows how indispensable a derby is to his complete wardrobe is not satisfied with the ordinary "stiff hat."

In choosing a Stetson he is assured of authentic style and genuine quality—traditional with the name "Stetson."

JOHN B. STETSON COMPANY, *Philadelphia*

Stop!

This is HAYS "Ristbelt," the glove for motoring and street wear, which gives all the wrist protection of a gauntlet with none of its disadvantages.

Why continue wearing gloves that ravel—when you can just as easily buy

Hays Superseam Gloves

TRADE MARK

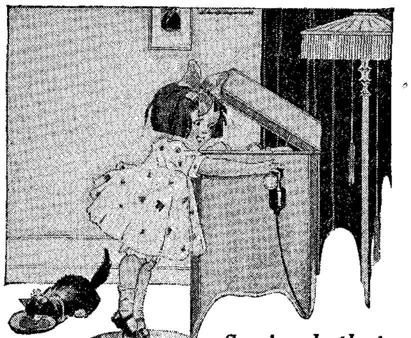
The HAYS Button on a glove is your assurance that the glove is cut from FIRST Quality leather—is FIRST Quality in construction.

"Superseam" stamped on a HAYS glove means it is so stitched with SILK that seams will not ravel even though the thread is cut or broken.

HAYS "Superseam" Gloves are made in Buckskin, Cape and Mocha in Lined and Unlined Models for Men and Women. They are sold in your city by the Dealers you like to patronize.

The Daniel Hays Company, Gloversville, N. Y.

GLOVES SINCE 1854



So simple that even a Child can work it.

THE tiniest tot can operate the phonograph Motrola-wise. So wonderfully easy! A touch of the button every time a record is played keeps the spring motor always wound to the proper tension for playing.

Motrola

The Motrola is a small electric motor with a cord and plug which connects with any lamp or wall socket. Attaching the Motrola to your talking machine in place of the winding crank is a simple operation anyone can perform. The Motrola does not alter the construction of your machine or mar its woodwork.

Ask your dealer to-day about the Motrola, or write for name of dealer in your neighborhood.

Jones-Motrola, Inc.
29 West 35th Street New York
57 E. Jackson Blvd. Chicago
6019 Hollywood Blvd. Los Angeles
226½ Peachtree Street, Atlanta, Ga.

WONDERS!

STOP THAT LEAK

You can instantly stop great, ugly leaks in your auto radiator by pouring a can of

RADIATOR NEVERLEAK

into the water in your radiator. You'll scarcely believe your eyes. No laying up of car. No expense except a petty 75c for a can of RADIATOR NEVERLEAK. Sold under our million dollar guarantee. Satisfaction or money refunded. There are imitations; insist on the genuine. At all dealers.

BUFFALO SPECIALTY COMPANY
"The LIQUID VENEER People"
398 Ellicott St. Buffalo, N. Y.

REVIEWS OF NEW BOOKS

Continued

warmly, saying as he takes her in his arms: "You are so like your mother, Jacynth."

Her heart goes out to him, and tho she finds her sisters rather dreadful, yet she is grateful to them for their affectionate welcome as they carry her off to the room they have had papered and furnished for her. In the talk that follows Jacynth learns a good deal of local and family history, the principal fact in the latter being that their father, in spite of his prosperity, is drinking too much, and they beg Jacynth to be patient with him. The local history deals with the Grange, Lady Monkland's place, and Estongarth, the property for which Mr. Pennant is agent. Jacynth hears of the tragic death of Alys Lang, a young girl who was staying at the Grange some years before the opening of the story, and who was found one morning at the foot of the stairs with her neck broken, partly drest and with a candle in her hand. She was engaged to Hector Monkland at the time, a fact which interests Jacynth considerably, but she does not mention the fact of her acquaintance with the Captain. Lady Monkland has never called on the Pennants, and Jacynth thinks it will be wiser to wait and see what stand Lady Monkland will take when her nephew arrives. The story concerning Estongarth is still more tragic. Old Squire Warristoun had two sons, Guy and Ranulf, one in the Guards, the other still at Oxford. While Guy was away Adela Bellairs came to stay at the Grange. Ranulf fell in love with her and was accepted. Then Guy returned, handsomer and more agreeable than his brother, and the heir besides, and Adela transferred her affections. The younger brother departed in a rage, but by and by returned in a more peaceful frame of mind. Then came the tragedy. The brothers went off together one day to shoot, and after an hour or so Ranulf left Guy in order to buy a colt that was to be sold that day at the market. He returned home alone early in the afternoon, and some time later the body of Guy was found in the wood, shot with his own gun. Unfortunately no one but Ranulf could have benefited by Guy's death; he had the evidence of one of the keepers in his favor, but it might have gone hard with him had not Miss Bellairs's chauffeur come forward with confirmatory testimony. It fell to Mr Pennant to break the news of Guy's death to the Squire, who remarked, "So they actually meant it!" Then he slipt down in his chair with a stroke of apoplexy and never spoke again. He died a few months later, and then Ranulf closed the house and went to an estate in France which his father had owned, and that was the last heard from him. The war broke out soon after, and many thought he had enlisted in the French Army. Having arranged his affairs somewhat before his departure by giving Mr. Pennant a power of attorney, the business of the estate is still conducted, as Ranulf can not yet be considered legally dead. These are the stories told to Jacynth by her sisters who are thrilled to find that she knows Miss Bellairs and has associated with her on equal terms.

Jacynth soon feels a great affection for father and sets herself to making him happy. Captain Monkland arrives at the Grange and brings his aunt to call at Free Croft. Lady Monkland is so pleasantly impress by the girl that she becomes quite cordial and Jacynth feels that at last she may let herself go.

One day she goes up to the churchyard to put some flowers on her mother's grave. After arranging them she notices the neglected grave of Guy Warristoun near by and trims and clips it. While thus busy a soldier in the uniform of an invalid comes along, speaks to her rather familiarly, and finally asks her if she is one of old Pennant's daughters. She replies coldly that she is, and he says: "Just tell the old boy that Mr. Warristoun will look round on him some time this evening."

When she gives this message to her father she is shocked to see the effect produced on him, and a terrible suspicion enters her mind that he has been unfaithful to his trust. That night the soldier appears, is recognized by Monkland, who happens to be there, as Ranulf, and then has an apparently peaceful interview with Pennant. The next day he comes to lunch and seems to find Jacynth agreeable, tho he is far from effusive. And so the days go on. Jacynth's affair with Monkland seems at a standstill. He is attentive, but has not yet proposed and she is conscious of a slight change in her feelings tho unable to understand the reason for it. Things have reached this stage when Brough Hill Fair comes off, and Jacynth watches her father depart for it with dread, for she knows there will be drinking all day, and that if he returns at night drunk, he will probably lose his position. She passes an anxious day, for a storm breaks out which is sure to drive the farmers to the inn, and she knows what the result will be. About nine o'clock, the rain having let up, Jacynth starts on her bicycle for Bircastle. Arrived at the inn, she gets hold of her father, already the worse for liquor, and they set out for home together in the trap. There is an accident, the horse shies and Pennant is tipped out on to the road. Just then a man comes along—it is Warristoun. There is no use trying to conceal the state of affairs from him: he helps lift the unconscious man into the cart, and between them they get him home and to bed with a broken collar-bone. On the way home poor Jacynth breaks down, and when Ran says it is no crime for a man to get drunk, turns on him, declares that nothing would induce her to marry a man who drank.

Things go on quietly for a few days when Jacynth has a call from Lady Monkland and Adela, who tell her that Hector has left for Cornwall. There can be but one meaning to this sudden move, and Jacynth understands her position. Her father takes it very hard, and she surprizes him with a revolver under his pillow; he is very penitent and promises he will never think of suicide again, but Jacynth goes down with a heavy heart to see Warristoun, who has called. Here another surprize awaits her. Ran tells her that her father has robbed him right and left since the estate has been in his hands, and on Jacynth asking how far her father can be spared public disgrace, he says that depends on her; he wants to marry her, and if she will do so he will give her father another chance. He says he has good reasons for his line of action, some of which he will tell her as soon as they are married, and acknowledges calmly that he is putting the screws on. For her father's sake Jacynth consents, and almost before she knows it she is married and on the way to Ran's estate in Brittany where, after some thrilling moments, all the mysteries are cleared up. One of Ran's reasons for his marriage is his desire to save her from a dissipated husband, for Hector Monkland is given to drink and Alys Lang had fallen while fleeing from him one night when he had

Templar

(*Reg. in U. S. Pat. Off.*)

The Superfine Small Car

THE Templar Sedan expresses to an unusual degree the ultra refinements so strikingly evident in this Superfine Small Car.

Its mullioned ceiling, custom made body, and superlative appointments bespeak the artistic touches of the master craftsman.

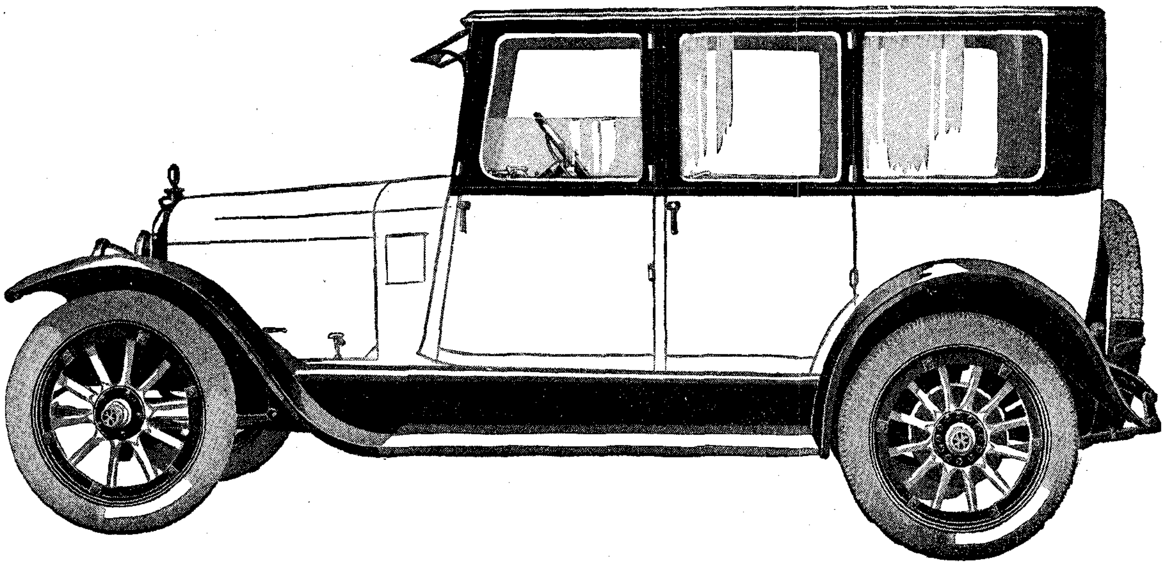
The smoothly-flowing power of its Top Valve Motor seems a fitting climax to the other splendid characteristics of this finest of American small cars.

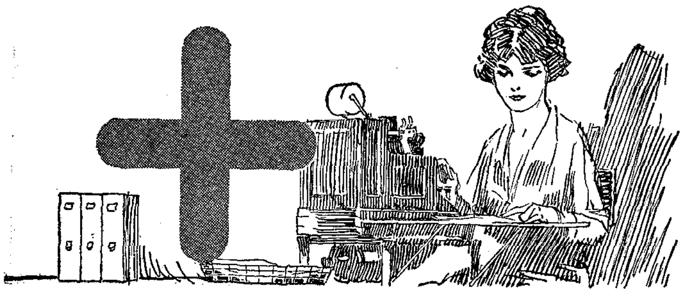
The Pioneer Builder of Quality Small Cars

Five-Passenger Touring	$2885
Four-Passenger Sportette	$2885
Five-Passenger Sedan	$3785
Two-Passenger Touring Roadster	$2885
Three-Passenger Coupe	$3785

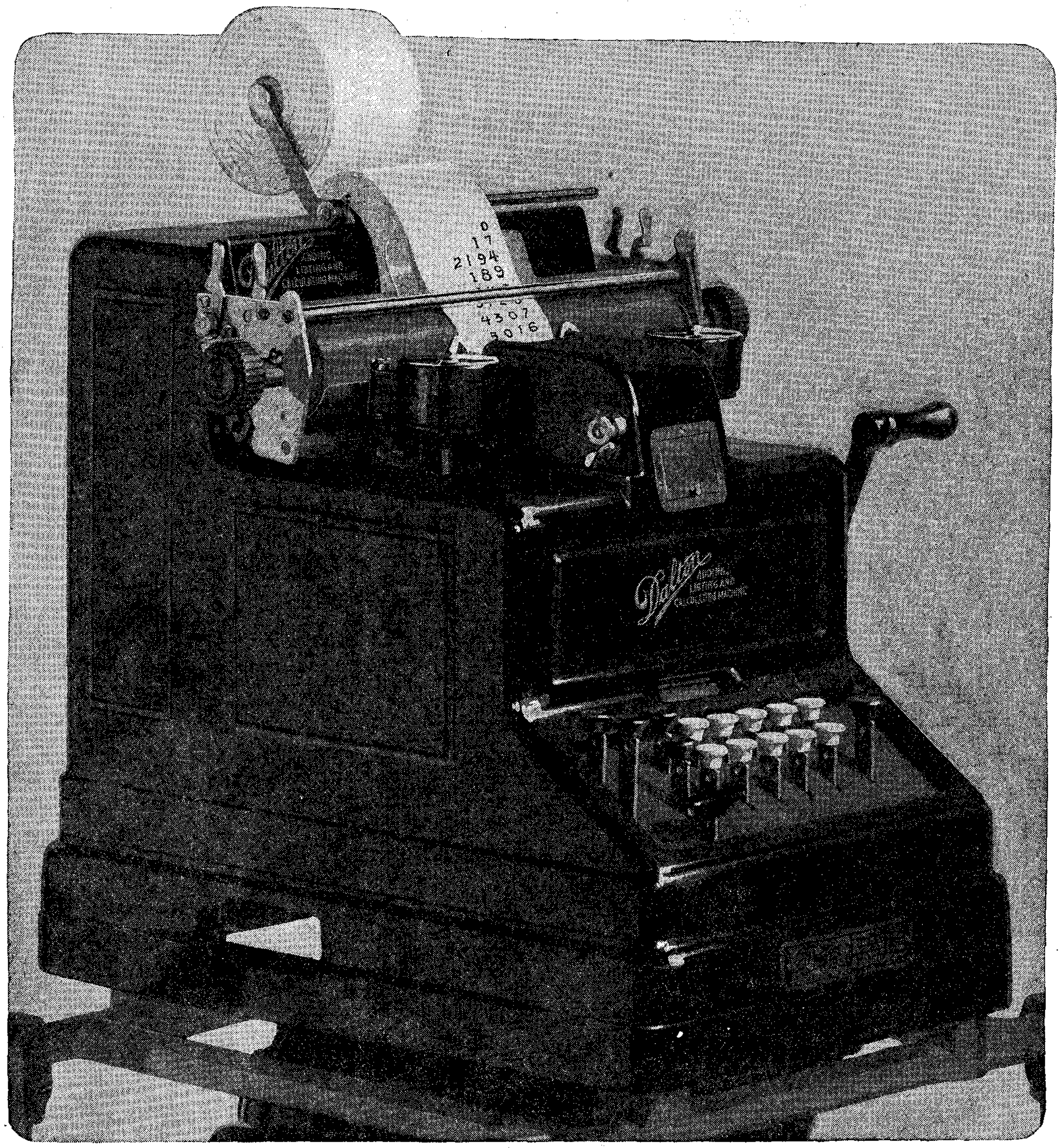
Price f. o. b. Cleveland

THE TEMPLAR MOTORS COMPANY
2400 Halstead Street, Lakewood, Cleveland, Ohio
Export Dept., 116 Broad St., New York City



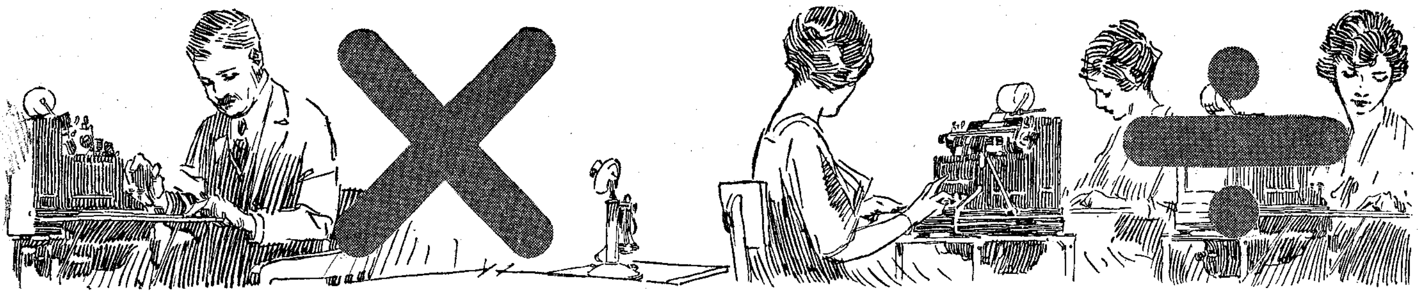


Addition–Subtraction–


0
17
2194
189
4307
3016
Dalton

Dalton

Adding-Calculating Machine



Multiplication–Division
all in One Machine

Many machines add. Many calculate.

The Dalton combines *both* of these services in *one* machine and renders this dual service 25 to 80 per cent faster than the old-style machines render a single service.

This is one reason why the Dalton is recognized as the *modern* adding and calculating equipment.

It has been chosen by 70,000 manufacturers, wholesalers and retailers to handle their figure work.

The advantages of the Dalton, as these owners know, are many. It is pre-eminently simple—a machine with 10 keys only that anyone can use immediately. Selection of keys is unnecessary—numbers are *automatically* placed in their correct order by the machine itself.

The scientific arrangement of the 10 keys is another advantage of the Dalton. This makes it the natural "touch method" machine. The 10 keys are easily covered by one hand. A novice, in a few minutes, can learn to handle figures without constant eye-reference and head-movement from work to machine. Dalton "touch method" frees the operator from eye-strain, doubles speed, and increases accuracy.

The Dalton is unlimited in its usefulness for figure work. It adds, subtracts, multiplies, divides, figures interest, verifies invoices, cross-foots, tabulates, makes out statements, multiplies whole numbers by fractions, fractions by fractions, adds two totals at once, and performs various mathematical calculations with a speed and accuracy that is almost beyond belief.

Dalton durability is established, and after-purchase service is available at all times to Dalton users everywhere.

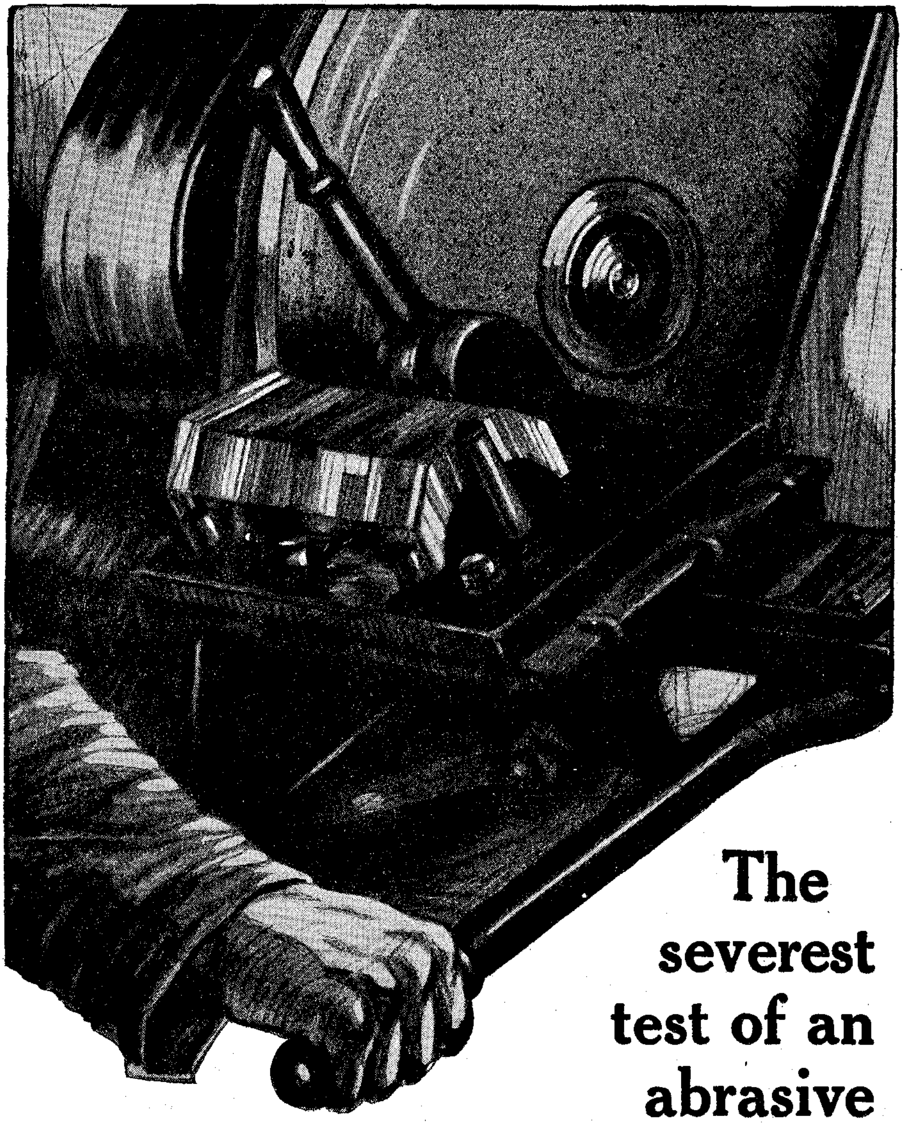
Phone the Dalton Sales Agent in any of the 100 or more leading cities—have a Dalton brought to your store or office. It will cost you nothing to have a demonstration. Or write—our folder contains facts about the Dalton which every business man should know.

THE DALTON ADDING MACHINE COMPANY, *144 Beech Street, Norwood,* CINCINNATI, OHIO
Agents for Canada, *The United Typewriter Company,* Toronto and Branches

Dalton Advantages in Brief

1 One machine for all figure work
2 Instantly operable by anyone
3 Fewer keys—less opportunity for error
4 A faster adding machine
5 Key-board scientifically arranged for "touch method" operation
6 An adding-calculating machine combined
7 A machine of broader usefulness

Dalton
Adding-Calculating Machine



The severest test of an abrasive

U. S. Fast-Cutting Mineral Abrasives

On cloth and paper

Flint Paper	Garnet Cloth
Garnet Paper	Emery Cloth
Emery Paper	Crocus Cloth

Carbalox Cloth
Herculundum Cloth

Sheets, Discs, Circles, Belts and Rolls of various widths and lengths of the above U. S. Abrasives.

To Engineers and Purchasing Heads

We're ready to submit all of our story. Ready to study your particular requirements. Ready to stake our claims and recommendations on any sort of a trial order. Ready to take back, if you're not completely satisfied, any unused portion, pay the freight both ways, and allow you full credit for the whole order. Can you beat it?

To the smaller user:

Do you work in wood, metal, leather or composition materials? See your dealer; or write us as to the forms and grades of United States Abrasives best suited to your needs.

Two thousand revolutions a minute! Whirling along hour after hour! A surface studded with razor-sharp, diamond-hard crystals, ripping, tearing, grinding away at such worthy antagonists as steel, cast iron, brass, etc.!

That is the sort of test for endurance and fast-cutting United States discs of *Herculundum* and *Carbalox* are waiting for—to prove their absolute superiority in the world of metal abrasives.

The cutting speed and the long life of United States Sand Paper products ("Map" brand) are not there by accident. Hard and flinty as any abrasive material ever obtained from earth or fiery electric furnace; the particles more accurately sorted and graded; more carefully "laid" and more tenaciously glued to more durable cloth or paper—these are some of the reasons why United States Sand Papers stand ready to measure merit with any line of abrasives no matter what they may be called.

Abrasives can't be sharpened
—but buying judgment can

UNITED STATES SAND PAPER COMPANY
Williamsport, Pa.

Stocks at following Branch Offices

New York	Philadelphia	Chicago
Boston	Detroit	San Francisco

United States SAND PAPER

REVIEWS OF NEW BOOKS
Continued

returned to the Grange the worse for liquor.

The death of Guy was the result, as Pennant had always surmised, of a vendetta. Warristoun's father had eloped with the wife of the Comte de Kerlistec, of whom he had bought the Brittany property, and the old squire was warned, years before, that his sons would not be permitted to marry. Guy was killed soon after his engagement became known and Ran felt that his own life was always in danger.

After this affairs march quickly to a finish. Ran departs on a dangerous mission connected with the war. A curious chance puts Jacynth in possession of facts that enable her to fasten Guy's murder where it belongs—on d'Aubigny, Adela's chauffeur, who is really young de Kerlistec. The armistice is declared, Ranulf returns to find a change of heart in his unwilling bride, and all ends happily.

LOVE AND SPIRITUALISM

"'ISABEL,' she said, 'it's pretty serious. You know you didn't have one son only. You had two.'

"Isabel looked at her with an honest, questioning assertiveness.

"'Of course I have two,' she said. 'Philip "over there" in spirit life, and Brooke on his way home.'

"'Sometimes it seems to me,' said the old lady, feeling her way, 'as if you'd got so into the rut of trying to hear from Philip that you've forgotten Brooke . . . Brooke's alive. He's an aviator, too. And he's escaped his awful perils and he's coming home. That's a wonderful thing, Isabel. Flying in France and getting out of it alive and coming home.'

"'Why, of course, it is,' breathed her daughter. . . . . . .

"'Then why don't you talk about it?' insisted the old lady . . . 'Don't you see . . . that's what it does to you to dabble in this unhealthy sort of business? You don't get any nearer what you call "over there," and you entirely unfit yourself for here.'"

All the arguments of her resolutely skeptical old mother, Madame Brooke, could not deter Mrs. Harvey from repeated attempts to "get into communication" with Philip, her dead aviator son. She had long been encouraging the efforts of her secretary, Miss Bixby, at automatic writing, and presently a new way seemed to open before her with the coming of beautiful young Andrea Dove.

Andrea had heard of the large sum Mrs. Harvey had given to psychical research, and she had come to ask whether she could not give her secretarial work, and five hundred dollars in advance on her salary.

"'Since my mother died,' she began, . . . 'my father has been trying to get into communication with another world. He is a professor—chemistry. . . . He . . . believes that communication will come in a perfectly simple, scientific way . . . with some new discovery, and that it will seem no more miraculous than the telephone, for instance, or wireless.'"

This idea appealed not only to the credulous Mrs. Harvey, but to her mother, Madame Brooke, and to her eminently sane husband, Peter Harvey. Andrea further explained that her father had found a new element, something like radium, in pitchblende.

"'He's got flashes . . . They're long and short. They spell out words, just as the telegraph does. . . . He can't get connected sentences. They're words here and there. But they all say the same thing. And he is perfectly sure they mean he hasn't enough olympium—that's what he's named it—to work with. They're urging him to get more.'"

But the Doves' money had all been spent on these experiments, and without money there could be no more olympium. Peter Harvey and his wife agreed to come and witness some of the results the professor obtained with the small amount in his possession. Then just as Andrea was leaving, her eyes fell for the first time on the portrait of the dead Philip in his aviator's uniform. When told whose picture it was and that he was dead, "Andrea gave a little moan, instantly suppress. . . . Her face was drawn and white."

For one summer day, over a year ago, when Andrea and her father were living on Long Island, Andrea had been taking the long walk to the beach:

"'I'd been watching an airplane. . . . It came down. Something was the matter. It didn't crash down. It just came, like a bird with a hurt wing. And I was there, and the man in it saw me, and he called to me, and came, and we began to talk, and we talked all that forenoon. . . . And then another plane came. He knew the man in that. And I went away. And next morning I went back to the spot and they were gone . . . We neither of us told our names. And when he saw the other plane coming he said to me, "Wait for me. I'll come back."'"

But he never came. And she never heard anything more of him until she saw and recognized the portrait in the Harvey's library.

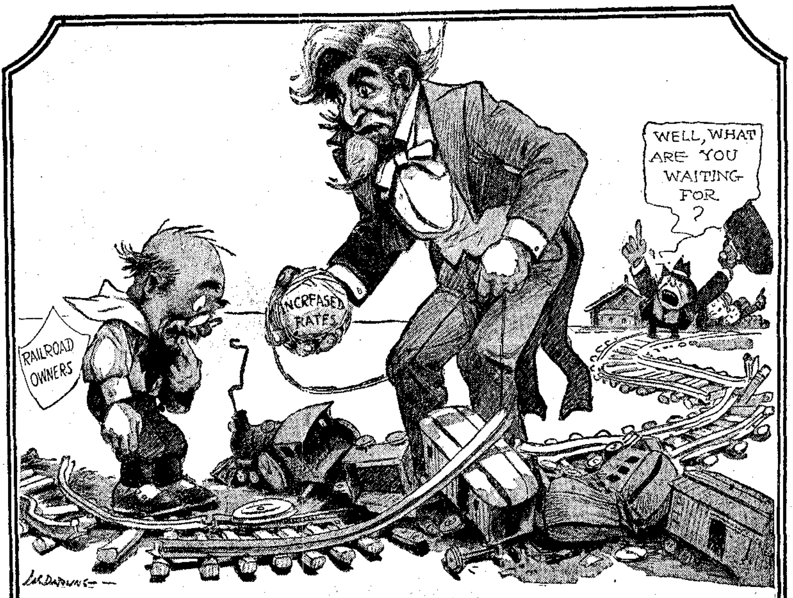
All this she told her father. He, however, had no interest in anything apart from his experiments, and the means for going on with them. Yet he did not want to see Mr. Harvey, tho when the rich man came to the poor place where the Doves lived, the old professor received him and his wife "with a welcoming smile," and Andrea realized "with a pang of terror, lest he be disappointed, how desperately he was clinging to the hope that the Harveys might do something to forward his dear desires"—realized, too, his great physical weakness.

He explained his invention to Harvey, but would not permit him to go near his laboratory. Only he let him see the results, the flashes. And to Harvey, who knew how to read the Morse code, they spelled over and over again the words: "Increase your power."

Then he agreed to finance the thing to the extent of five thousand dollars, if Dove would let him bring three scientists to look into it.

But the professor objected, tho at last he agreed to accept Harvey's terms, would the other wait a week. And that night he admitted to Andrea that what he had done, he had done by a trick "a mere student of the a-b-c's of physics would detect at once." Nevertheless, the discovery of olympium was a fact.

"'Of course, I have discovered olympium,' he panted . . . 'And it has mysterious reactions—mysterious, I tell you. There's no way to account for them, no way but one. They come from outside our atmosphere. They are the work of other intelligences trying to make themselves known. I'd stake my life on it . . . We can speak from one continent to another.



"I'm sorry I stepped on your train, but here's some nice new string to pull it with."

AFTER a period of starvation a man needs time to build up his system again. And so our railroads need time before the tonic effects of the recent rate increase can be shown in improved service.

During the period of government control increased wages and costs for material left little over from a stationary income to buy much-needed equipment—or even to keep the existing cars and engines in order.

To rebuild this equipment the railroads must secure hundreds of millions of dollars of new capital: the rate increase placed no such lump sum at their disposal. It merely gave them a chance to make a fair living, to insure reasonable dividends to their investors, and thus to attract the money of new investors.

Right here is where we can help.

Every dollar we place in a railroad security will have a share in buying some freight car or locomotive to bring us the goods we want when we need them.

Every hour we save as shippers or receivers of freight in loading and unloading the cars will enable them to get into action again the more quickly.

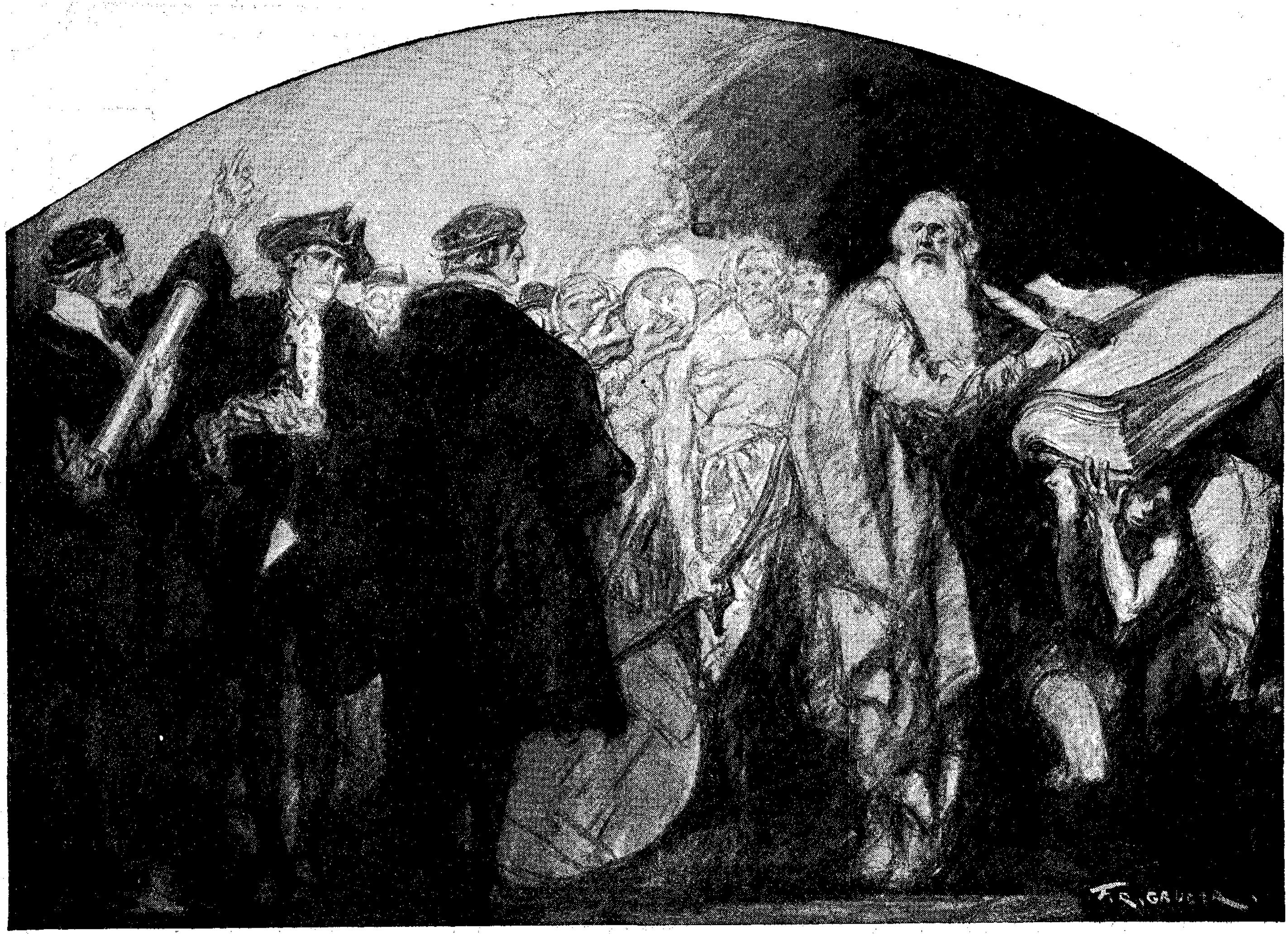
Or as suppliers of material or equipment we can give first place to the orders of railroads, and thus help them speed up reconstruction.

So by putting a shoulder to the wheel and keeping patient, we all can hasten the glad day when the 8:05 will always be on time and we can be sure of getting that furnace for the same winter we ordered it.

Published in the interest of Electrical Development by an Institution that will be helped by whatever helps the Industry.

Western Electric Company

No. 20 *To do its share in restoring the railroad service, from the Atlantic to the Pacific, from the Gulf clear across the Canadian border the Western Electric Company is hurrying delivery of electrical supplies to the railroads.*



SERVICE

THRONGING past the eyes of the ages is the glorious procession of those who have served! The scientist, the artist, the inventor, the builder, the explorer, the engineer, the trader, the teacher; the leaders in the promotion, perfection and reproduction of all things spiritual and material conceived for the good of mankind.

History speaks of great ages in literature, art, industry, the sciences. They are in reality ages which have become great through the quality and extent of their services to the common good.

An individual, an institution and a nation grow in happiness, strength and wealth through service—endure through service and by service.

As one hands down a good name, so business hands down a good institution capable of greater growth, if the foundation of service is well laid.

Yet we are an age in haste for its reward. We must have proof of the value of our service. Industry secures this estimate when its wares gain the appreciation of the consumer.

A service worth the name, a commodity worth selling, should not be withheld from those whom it will benefit. It is the recognition of this fact which accounts for the prominent place now held by advertising.

Advertising shortens time and effects economies in securing distribution and consumption. By the performance of this specialized service it has become a department of industry, commerce, finance, even of government.

Through bringing together and rewarding both the producer and the consumer, advertising has earned for itself the right to a first place among essential services.

N. W. AYER & SON, *ADVERTISING HEADQUARTERS*

NEW YORK BOSTON PHILADELPHIA CLEVELAND CHICAGO

REVIEWS OF NEW BOOKS

Continued

We're going to speak from one planet to another. And that wireless will be known by my name.'"

Desperate, he begged her to go to the Harveys, and get them "'to stake me for three months, a year, without driving any sort of *Shylock* bargain with me," on the ground of their son's love for her.

"'But I can't,' she said. 'I've no claim on them. You talk as if we'd been engaged—and even then I couldn't—or married to him.'

"'You should have married him,' he said. 'Then you could have demanded something of them and they wouldn't have had the face to refuse you. . . . Tell them he married you. Tell them anything. Only, for God's sake, get the money, or you'll force me into making my last sacrifice. Yes, as God's my witness, I swear I'll kill myself.'"

And Andrea did tell them just that. And after she had told them, she came face to face with Brooke, and instantly knew that it was he whom she had met and loved, not the brother who so greatly resembled him.

Meanwhile, Madame Brooke had laid a trap for Miss Bixby, the secretary who did automatic writing for Mrs. Harvey, a trap into which Miss Bixby promptly fell. Yet when the old lady told Brooke and his father about it, the elder declared: "'I'll be hanged if I think Bixby's an entire fraud. . . . I think when you've determined to blaze your way into the other country—the dark continent over there—you just lose your bearings . . . you do what you can honestly, and when you come to the line where that stops you go on doing. . . . It's wrong, wrong, wrong, this digging into what's been so well hid.'"

Andrea begged her father to go away and take her with him. While they were talking, Miss Bixby arrived and asked Mr. Dove to go into partnership with her. "'The first thing we'll do is to put a card in the papers; but only after we've got you pretty well written up, Mr. Dove—your theory, you know, that communication's coming through science if it comes at all. . . . We'll have you interviewed, photographs of this place—it's a dandy place for a big publicity article—and then the card, advertising automatic writing and demonstrations of olympium, whatever they are.'"

Mr. Dove turned her out, but her coming did much to complete the process of mental disintegration which had long been going on, and next morning he behaved queerly, and finally went out, taking with him "'what I called my mechanical toy,'" and, so he said, the olympium.

Andrea had an interview with Brooke, and then she made up her mind to tell the truth to kindly Peter Harvey, who would explain it to Brooke, and to all of them. But she was prevented by Beatrice, the girl Philip had loved, and who had just received the longed-for message from him—the message which assured her that he had loved her. But, as the Harveys believed that he had married Andrea, it made the whole affair most terribly complicated.

Andrea could not tell them after that. Brooke, seeing how wretched she looked, took her home. As they reached the corner of the street, they saw Miss Bixby, and an instant after Andrea had opened the door; "'Look,'" she panted. "'Look! she has taken it and left this in its place . . . Didn't you see what she had? . . . She had a camera . . . She took my father's away and left hers in its place . . . My father's was only a case, and we used it to hide the olympium in.'"

How to get the olympium away from Miss Bixby now became the question. It was a difficult one, as none of them would be able to recognize the stuff if they saw it. Andrea begged Brooke to recover it from Miss Bixby, and he promised to try. But on returning home, he discovered that Miss Bixby had just been dismissed, and was on the point of leaving. Old Madame Brooke agreed to go up to her room, go through her things, and take the precious case. The scene which follows is the best and most important one in the book.

It was a duel of wits between the two women. And at last Madame Brooke discovered "a parcel-room check, South Station," and knew what had become of the olympium. She put the check in Brooke's keeping, "turned the key, and faced Miss Bixby with a cheerful smile. 'Now,' she said, 'let's sit down and talk it over . . . do just tell me what you wanted the stuff for. Because you thought it's worth money?'

"'No,' said Miss Bixby sulkily . . . 'You'd never understand, never in the world.'

"'Try me,' said Madame Brooke hopefully. . . . . . .

"'Madame Brooke,' said the girl, in such earnest that she was breathless over it. 'How do you suppose I can sit down and write things I never heard about in my life and the pencil carrying my hand along with it—driving it—and not my hand moving the pencil?'

"'I don't know,' said the old lady honestly. . . . 'Search me.'

"'And don't you think,' the girl went on, still in impassioned earnest, 'if we find out that's so, we're in honor bound to keep on and follow out the thing wherever it leads us—and see where it does lead us?'

"'No, I don't,' said Madame Brooke. 'That I'm sure of. You're only going to debase your energies and weaken your will, forever questioning, forever whining for sympathy and asking advice, setting up a higher tribunal "over there," as you call it, and lying down on what you think are higher intelligences than your own. No, my girl, you fight it out on this line. Make your decisions, meet your griefs, and toughen your will. That's what the whole business here is for—the mystery, the despair—to make a man of you and toughen your will.'

"'Why,' said the girl, 'don't you know what we're in it for, all of us that are in it honestly—this psychic business. It isn't only because we've lost friends and want to hear from 'em. It's because it's—life.'

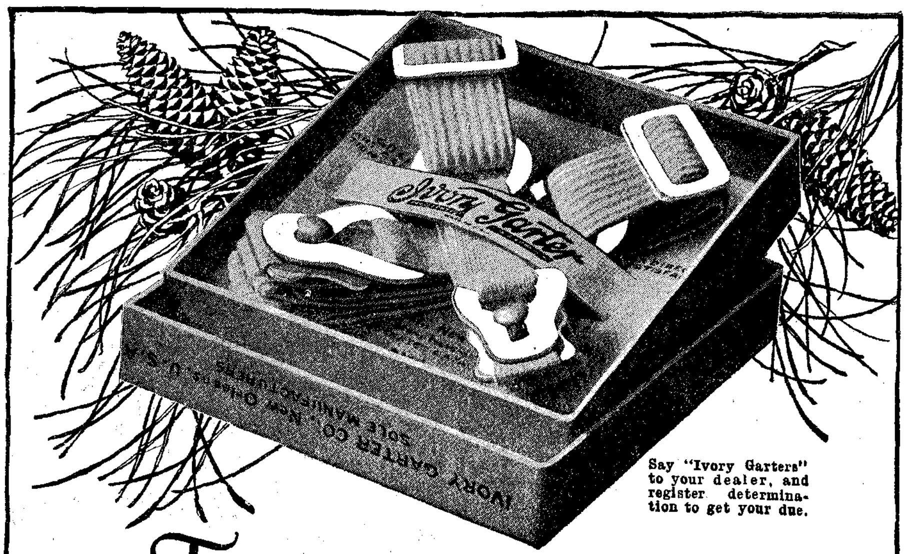
"'What is life?' asked Madame Brooke.

"'It's life that drives us crazy . . . there's nothing to it. There may be for you. You may make yourself think there is. Your slippers and your silks, going to the symphonies and reading Dante, that may carry you along. But when you wake up at three in the morning and your feet are cold, don't you know there's nothing to it then? . . . If automatic writing'll tell me so much as one word—a word here and a word there that I can piece together into something that means something—well, I want it, that's all.'"

After much discussion, the two women parted amicably, yet as far as ever from any agreement.

And then presently it was discovered that Miss Bixby had never had the

It wouldn't make the tube bigger or the Cream better if I took a page to tell about it
Jim Henry
(MENNEN SALESMAN)
MENNEN
SHAVING CREAM
TRADE MARK
THE MENNEN COMPANY
NEWARK N.J.
Don't rub it in-use plenty of water hot or cold
J.H.



Say "Ivory Garters" to your dealer, and register determination to get your due.

TRY SOME ALL-SEASON HAPPINESS YOURSELF. Get a pair of Ivory Garters and make every day a glad one for your legs.

Take care when buying to say "Ivory Garters," and see to it you get them.

Ivory Garters free you from many a petty annoyance. They have no metal to rust; no pads to press or hitch or bind. Light as a silk sock, Ivory Garters are made of lively, durable clinging fabric, that holds its strength for months of useful service. They take hold clear around the leg and never slip or lose their grip.

Once you know the difference, you're an Ivory Garter wearer for keeps. You experience the sheer delight of socks held true and smooth, the pleasant sensation that all is well below the knees.

IVORY GARTER CO., New Orleans, U. S. A.

Hollins
DAY & NIGHT WEAR
Trade Mark Reg'd
The Mark of Fine Merchandise

"Viyella"
and
"Clydella" (REG'D)

Flannel Pajamas

are luxuriously soft, warm and *Unshrinkable*

Sold in the piece and as made-up garments by the best shops

Be sure you get the genuine.

WM. HOLLINS & CO., Inc.
45-C East 17th St., New York

REVIEWS OF NEW BOOKS
Continued

olympium at all. Mr. Dove had hidden it, and that night he died, and the wonder-working stuff was never found. But the night he died Andrea had a wonderful vision, and tho he did not communicate with her, as he had promised to do, she was greatly comforted. We leave her in the arms of kind, shrewd old Madame Brooke, knowing she is soon to be happy with her lover. ("The Wind Between the Worlds." By Alice Brown. Macmillan.)

JUST SUSAN

OUR first introduction to Susan is in a New Haven garage where the small, white-faced child with eager black eyes has brought her father's dinner-pail. Bob Blake, her father, is a brutal, hard-drinking, but clever mechanic, and not long after the opening of the story he, in a fit of drunken rage, kills the woman he is living with, cuts his own throat, and thus disappears from the pages of the book.

The story is told by Ambrose Hunt, who finds Susan at the door of the garage whither she had fled from the scene of the murder, and ultimately takes the child to educate and bring up as his own. Hunt is a man of about thirty-three, a lawyer by profession with an inherited income which permits him to be something of an idler, tho his tastes prevent his being a worthless one. He had married, but his wife had left him, without scandal, and he lives on in his handsome house, reading, writing, collecting various beautiful things, and leading that life of elegant leisure that sounds so delightful but somehow seems so unsatisfactory to the American temperament.

Hunt brings little Susan to his fine house and soon finds his establishment revolutionized by the child's presence. He begins to teach her himself and she gets a great deal from books and also from the conversation of her guardian and his friends. Susan has a quick and original mind, whose development is swift and remarkable, and Hunt's two friends, Philip Farmer and Maltby Phar, are soon as interested in the child as is her guardian. Farmer is a high-minded, intellectual, conscientious man, and assistant professor in Yale University: Maltby Phar is described as the anarchist editor of *The Garden Exquisite*, "a monthly magazine *de luxe*, devoted chiefly to advertising matter and to photographs taken —by request of far-seeing wives and daughters—at the country clubs and on the country estates of our minor millionaires." Phar's anarchism, however, seems to consist mainly of rebellion against convention and morality, and a firm resolve to do just as he pleases, without any consideration for others.

The story now skips a few years and the thread is taken up when Susan is a woman grown and her three instructors find themselves in love with her. Hunt, of course, is out of the running, and Susan refuses both the others, but the reader is given to understand that her heart is really turning to her guardian. In this predicament she feels that she ought not to be dependent upon him any longer, and, taking with her the housekeeper, Miss Goucher, who is devoted to her, she goes to New York, where, as is so often the case in fiction, she finds work on the magazines and soon makes a name for herself. Maltby Phar, upon whom Susan counted for help after all his protestations, proves a broken reed, but she finds a friend in a high-class publisher and makes others of a less useful type. She and Miss Goucher settle down on the outskirts of Greenwich Village, and we are treated to amusing descriptions of some of the denizens of that neighborhood. But Susan, in spite of her success, is not happy, and it takes Miss Goucher, the practical, unimaginative New England spinster, to put her finger upon the cause. In a letter to Mr. Hunt she says: "A woman's need is greater than passion, greater even than motherhood. . . . But she can only find rest when these things are not lived separately; when, with many other elements, they build up a living whole—what we call a home. . . . Will you understand me at all if I say that Susan is homesick—for a home she has never known and may never be privileged to know?" Nothing truer than this has ever been written on the question of the independence of women, and it is rather extraordinary that it should be a man who has noticed it.

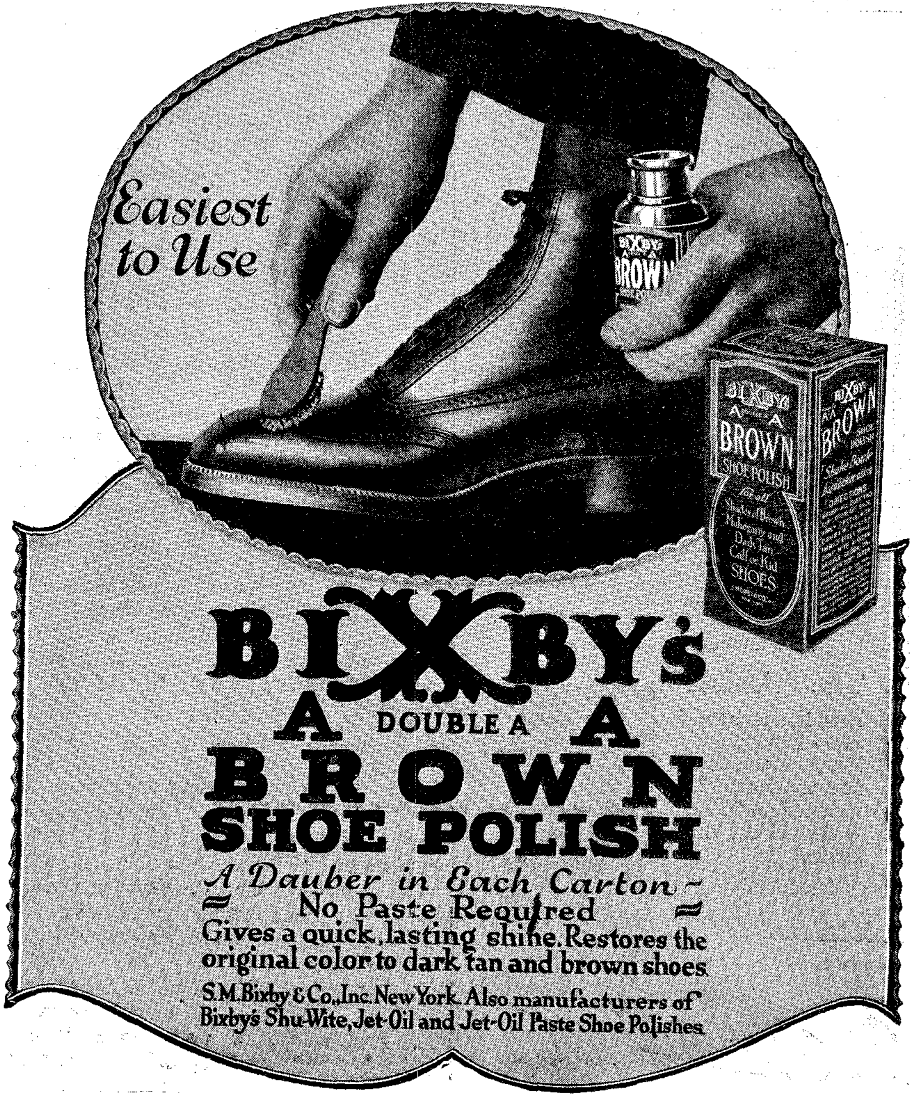
And then comes a tragic happening. Gertrude, Hunt's wife, lives in New York. A telegram announcing her death brings him to the city to find the police installed in his wife's apartment, for she had been found with a brass paper-knife driven through her eye into her brain. The story told by the officer to Hunt is that on the previous evening Susan had called at the apartment, asking to see a Mrs. Arthur who was staying there. On being told that Mrs. Arthur was out she said she would wait for her, and on learning that Mrs. Hunt was at home, sent in her card, and was ushered in. The maid had hardly got back to her room when a howl from the dog was heard, and on the maid's starting for Mrs. Hunt's room she encountered Susan with the bloody paper-knife in her hand and a queer dazed look in her eyes. She made no attempt to leave the flat, but lay down on the rug and fell into a sort of trance in which she still remained. Just then the door-bell of the flat rang and the elevator man appeared, together with Mrs. Hunt's doctor, for whom, oddly enough, Susan had telephoned before leaving Mrs. Hunt's room.

Things look rather bad for Susan, who is still unconscious, but Maltby Phar, who returned from the opera with Mrs. Arthur soon after the arrival of the doctor, advances the theory that Susan has done the deed in a fit of madness and adroitly recalls her father's end.

And then Hunt has a curious psychic experience. Before his inward vision the true story of the accident unfolds itself, and he sees his wife, clad in a long, loose négligée, lying on a couch, a magazine and the paper-knife in her hand. Susan enters, and as Gertrude swings her feet from the couch in rising, her long dress trips her, she falls over the dog, throws her hands before her face—and the vision is ended. Fortunately for Susan the doctor has had a good many experiences with subconscious patients. While Susan is still unconscious he gives her a paper and pencil and elicits from her the story of the accident, which corresponds exactly with Hunt's vision. The coroner accepts the theory and Susan is not held.

The next incident of importance in Susan's life is the death of Miss Goucher, which leaves her practically alone. There being nothing to prevent Hunt from marrying Susan, and the fact that they are in love with each other, causes the innocent reader to expect an early and simple finish to the story, but the modern heroine

Distinctive in Style
Superior in Quality
LION Collars
TRADE MARK
United Shirt & Collar Company, Also makers of Lion Shirts, Troy, N.Y.


Easiest to Use
BIXBY'S A DOUBLE A A BROWN SHOE POLISH
A Dauber in Each Carton—
No Paste Required
Gives a quick, lasting shine. Restores the original color to dark tan and brown shoes.
S. M. Bixby & Co., Inc. New York. Also manufacturers of Bixby's Shu-Wite, Jet-Oil and Jet-Oil Paste Shoe Polishes

NEW-SKIN

Don't Take Risks

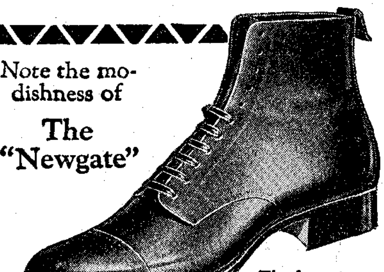
Prudence suggests that you give instant attention to cuts or scrapes, however slight. Apply New-Skin at once, as directed.

New-Skin forms an antiseptic film that resists wear and washing.

In keeping germs out of the wound, it assists in the natural process of healing.

15c. and 30c. At all Druggists.

NEWSKIN COMPANY
New York Toronto London
"Never Neglect a Break in the Skin"



Note the modishness of The "Newgate"

The luxurious inner sole is a non-conductor of cold and heat.

The Original and Genuine

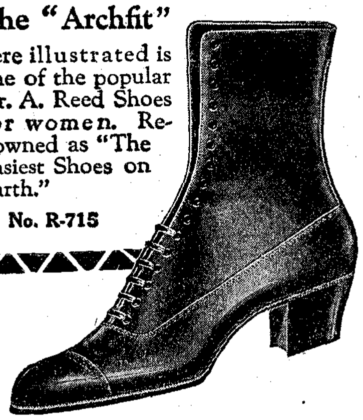
Dr. A. Reed CUSHION SHOES

J.P. SMITH SHOE CO.—JOHN EBBERTS SHOE CO.
Makers of Men's Shoes — Makers of Women's Shoes
Chicago Buffalo

Look for the trade-mark on the sole.

The "Archfit" here illustrated is one of the popular Dr. A. Reed Shoes for women. Renowned as "The Easiest Shoes on Earth."

No. R-715



is far too complex a character for such ordinary proceedings. Susan has been pretty well shaken up by recent events, her writing falls off, and she says despairingly of herself, "I'm written out at twenty!" So she steals a march upon Hunt and is off to Europe with a rich friend before he can get hold of her, and he goes back to New Haven and sets to work upon a series of essays which is interrupted by the war.

In the meantime Hunt has been reading the proof of Susan's collection of poems and has fulfilled a promise made to her to attend the opening of the Puppet Booth, a small theater made out of a Macdougal Street stable, ignorant of the fact that she is the author of one of the plays to be produced. The author has an amused appreciation of the inhabitants of "the quarter" and does not make the mistake of regarding them seriously. "Ten able freaks to the hundred can turn any public gathering into a side-show, and the freaks of the Village, particularly the female of the species, are nothing if not able. Minna Freund, for example, was sitting just in front of us. . . . She was, that night, exceptionally repulsive in a sort of yellow silk wrapper, with her sparrow's nest of bobbed henna hair, and her long, bare, olive-green neck, that so obviously needed to be scrubbed." Of course, Susan's play scores a success and brings her name permanently into the world of letters, but this counts for little, for the Great War is on, and she and her friend are working in Belgium, Hunt joins the Red Cross and goes overseas, and we begin to be hopeful of a happy ending. It comes at last, but it takes an air-raid in Paris to clinch matters. Susan loves Hunt and Hunt loves her, but had he not lost one leg and three fingers in that raid they would probably have been backing and filling still.

The book is much above the average novel, and the author's insight into feminine psychology quite remarkable. Moreover, it has the great quality of interest, and those who read it will welcome the author's name upon another title-page. ("The Book of Susan." By Lee Wilson Dodd. E. P. Dutton.)

WATCH YOUR SPEECH!

(Continued from page 40)

But throaty speech and lip-lazy speech are remediable. Modern methods of teaching French provide for instruction in the mechanics of French speech—how to shape the lips, how to place the tongue, etc., etc. American school-teachers use similar principles in teaching English to small Italians. Says Margaret Rowley, of the Goodrich School, Detroit, recalling her own experience: "Our problem was to correct the pronunciation of words having an initial 'th' sound—as 'the,' 'this,' 'that,' 'their.' The Italian children pronounce them 'dis,' 'dat,' 'dem,' etc. So we formed the Stick Out Your Tongue Club." We need some such ingenious arrangement for teaching young Americans to use their lips in speaking and to avoid letting their voices slip back into their throats. Proper lip-training tends to banish "I yusta," "Don chu," and "Waja say." Teaching a child to keep his voice out of his throat and place it vibrant just behind his front teeth makes it not only more musical, but at the same time more enduring. There is nothing mysterious about this. Every teacher of vocal music knows it. Every student of vocal music soon learns it. And, as Emerson assures us, "a good voice has a charm in speech as in song."

SCIENCE AND INVENTION

Continued

OUR PAPER PINCH

MORE common sense in the use of forests for pulp-production—this is the solution of the problem of paper shortage, according to Hugh P. Baker, secretary of the American Paper and Pulp Association, and formerly dean of the New York State College of Forestry at Syracuse University. In an article on "The Manufacture of Pulp and Paper as an American Industry," contributed to *Natural History* (New York), Mr. Baker asserts that we must be more careful with our existing forests and must push reforestation aggressively. Potential forest-land east of the Mississippi alone, he says, could easily grow enough trees to take care annually of our whole paper product and leave plenty over for export. Mr. Baker advocates a vigorous campaign of education among paper-makers themselves, among other industries dependent on the forests, and among the general public. Reforestation of acres is needed not by the thousand, but by the million; and the future of many related forest industries depends on the extent to which this idea can be spread abroad during the next few years. Writes Mr. Baker:

"The manufacture of paper as a human activity ranks in age second only to the manufacture of textiles.

"Not, however, until the printing-press in a crude form came into use, and books were made, did there arise any demand—any need—for the making of paper so that it might be used commonly. It is rather peculiar, possibly, that even with methods of paper-manufacture known for thousands of years, it is a matter of only a few hundred years that the paper-mill has been known. In this country three or four human generations indicate the age of the manufacture of paper as an industry.

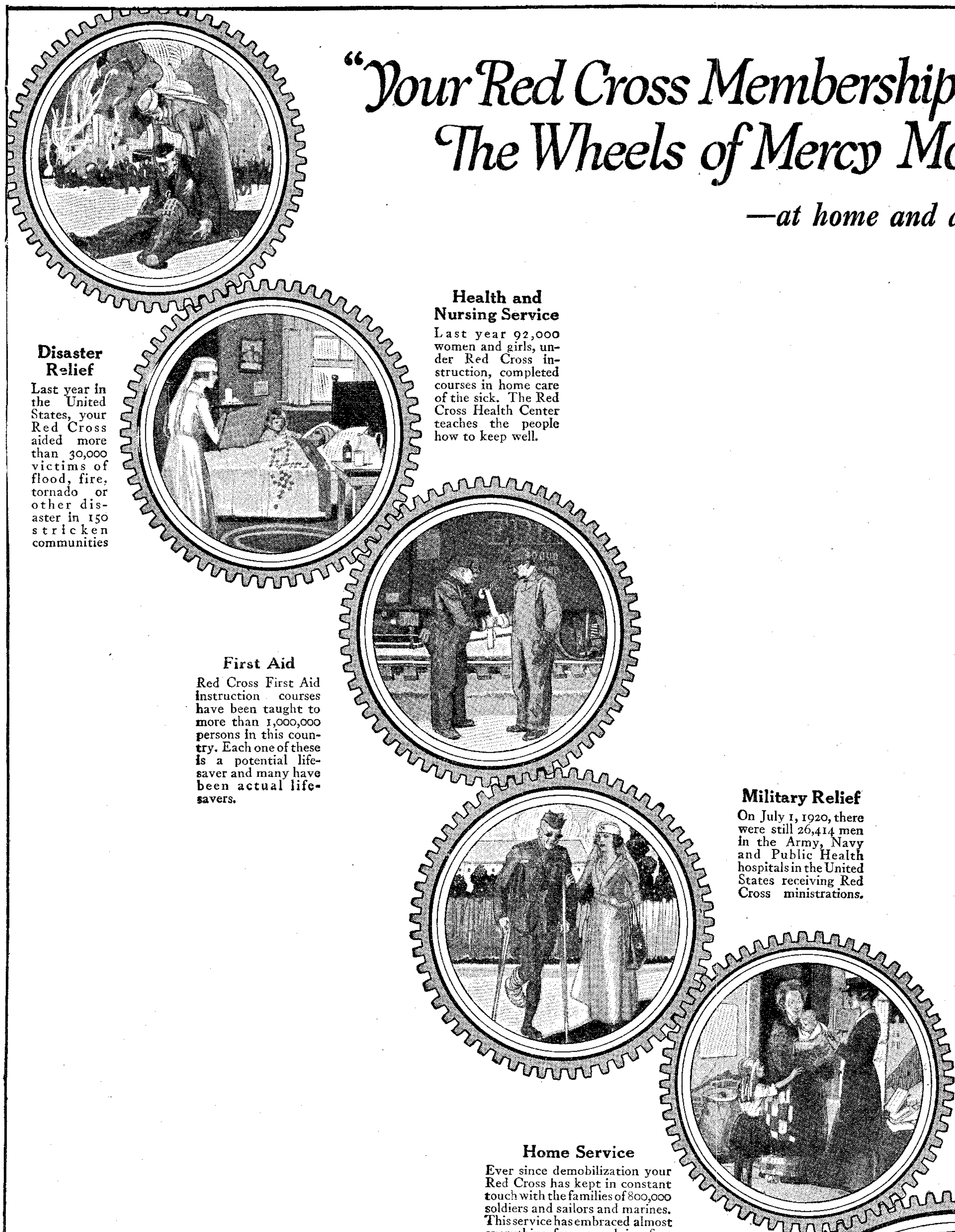
"Not until the development of the moddern newspaper and the perfection of methods in the production of cheap editions of books did there come the demand for paper that has made its manufacture a great industry. To-day we hear more of the demand for news-print paper than for any other. There has been exceedingly rapid increase in its production, yet production has not kept pace with consumption. In 1899 the consumption of news-print paper alone in the United States amounted to 569,212 tons; in 1918 the consumption was 1,760,517 tons, an increase of approximately 200 per cent. The per capita consumption of news-print paper increased from three pounds in 1880 to thirty-three pounds in 1919.

"The paper industry is relatively undeveloped, and has tremendous possibilities in the ever-increasing demand for paper of all kinds—a demand due both to increasing population and to increasing use of paper. The rapid development, in the last five years, of the use of the paper carton or box in the shipment of all sorts of materials is indicative of the way in which we may expect the industry to grow with the coming years.

"The manufacture of news-print paper depends largely upon an available supply

"Your Red Cross Membership Keeps The Wheels of Mercy Moving

—at home and abroad"



Disaster Relief

Last year in the United States, your Red Cross aided more than 30,000 victims of flood, fire, tornado or other disaster in 150 stricken communities

Health and Nursing Service

Last year 92,000 women and girls, under Red Cross instruction, completed courses in home care of the sick. The Red Cross Health Center teaches the people how to keep well.

First Aid

Red Cross First Aid instruction courses have been taught to more than 1,000,000 persons in this country. Each one of these is a potential lifesaver and many have been actual lifesavers.

Military Relief

On July 1, 1920, there were still 26,414 men in the Army, Navy and Public Health hospitals in the United States receiving Red Cross ministrations.

Home Service

Ever since demobilization your Red Cross has kept in constant touch with the families of 800,000 soldiers and sailors and marines. This service has embraced almost everything from supplying first aid to seeing a man through to the best job his disabilities will permit.

Tear off and send to your nearest Red Cross Chapter.

Join or renew your membership during the

RED CROSS
FOURTH
ROLL CALL
NOVEMBER 11-25, 1920

This advertisement contributed by friends of the American Red Cross.

Enrollment Blank
The American Red Cross

In response to your appeal for members to carry on the humanitarian work of the RED CROSS, I enclose my membership dues of $....... and desire to be enrolled a member for 1921.

..............................Chapter

Chapter Address.........................

Name...............................

Address.............................

Classes of Membership

Annual - - $1 Contributing - - $5

Sustaining - - $10 Life - - $50

Patron - $100

MERRY CHRISTMAS
DURHAM DUPLEX RAZOR CO. NEW YORK
PAT'D U.S.A. MAY 28, 1907
DUPLEX

Money can not buy a finer Christmas gift

No matter how much you spend, you can not find a handsomer, more useful, more acceptable gift for "him" than a Durham-Duplex Razor at One Dollar. Packed in an attractive case of American ivory, with three double-edged, hollow-ground, oil-tempered Durham-Duplex blades, famous for their wonderful sharpness, this beautifully finished razor is sure to bring a smile of genuine appreciation on Christmas morning.

Give Him a

DURHAM-DUPLEX

A Real Razor-made Safe

Standard Set, as described above, One Dollar. Special Christmas Model, with gold plated blade holder and safety guard, Two Dollars.
Other Models up to $12.

Additional Blades
50 Cents for a Package of 5

DURHAM DUPLEX RAZOR CO.
Jersey City, New Jersey
FACTORIES
JERSEY CITY, U. S. A.
SHEFFIELD, ENG.
PARIS, FRANCE
TORONTO, CANADA
Sales Representatives in all Countries

$1

SCIENCE AND INVENTION

Continued

of wood of the right character, and yet but from 7 to 8 per cent. of the total of the wood produced annually from the forests of the country goes into the manufacture of paper. The production of paper, then, is not largely responsible for the disappearance of our forests.

"The last few years have seen the development of larger and more efficient paper-mills, but we have not yet reached in the development of the paper-manufacturing plant the high point attained in a similar direction in the lumber industry. The well-equipped paper-mill involves great initial expense. For instance, the paper-mill producing news-print paper in an effective way may cost a million and more dollars, and it is not a simple thing to move this plant with the disappearance of the forests, or with the increase to the prohibitive point of the cost of transportation of wood. The result is that there is no industry more dependent than this upon the permanency of our forests or upon the renewal of forests on lands which have been denuded.

"The possibilities of development in the industry in the way of manufacture of news-print, fiber and box-board, wrapping-papers and the like, are such that a constant supply of wood from the forest in the future is necessary. The woods most commonly used have been spruce, fir, hemlock, the cottonwoods or poplar, and some of the hardwoods. Light-colored, non-resinous, long-fiber woods that can be produced with comparative ease, and that require little or no bleaching, are best adapted for ground wood-pulp. These requirements are met most effectively by the various spruces grown in this country. More than 84 per cent. of the total pulp manufactured in 1918 was made from four species of woods in amounts as follows: spruce, 55 per cent.; hemlock, 16 per cent.; balsam, 7 per cent.; and poplar, 6 per cent. Some of the pines and various hardwoods, such as beech, birch, and maple, have been used by the mills in this country for a considerable time. It is probable that much more hardwood will be used in the near future than has been used in the past, not because the hardwood is especially adapted to the manufacture of paper, but because it is available where the supplies of soft woods such as the spruce and fir are rapidly disappearing.

"The solution of the problem of future supply of woods for the paper-mills of this country lies in the more sensible use of the virgin forests which still exist and aggressive reforestation and development of forest lands not now producing forests. There is enough potential forest land in the States east of the Mississippi to produce forests of soft woods that would not only give an annual crop large enough to take care of the manufacture of the paper needed in the United States, but would also make the United States a great export nation of paper—as well as of other products of the forests.

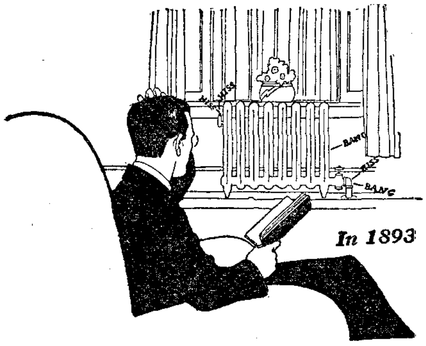
"The American Paper and Pulp Association has put itself on record in such reforestation work through its Committee on Forest Conservation. It must do more than put itself on record. It must carry on a campaign of education that will not only interest other industries dependent upon the forests, but will also show the people of the United States that it is to their advantage to make permanent paper-

anufacturing, lumbering, and all other
dustries dependent upon wood by atten-
on to the permanency of the forests; it
ust get back of a movement that will
forest not a few thousands of acres a
ear, but millions of acres.
"There is one word that can be used to
dicate the solution of the problem in-
olved in producing more paper in Amer-
a, and that is—education. Education
ithin and without the industry is fun-
mental to keeping it in its present place
pushing it still further forward among
e great industries of the country.
"The future of paper-manufacturing
d of other industries dependent upon
e natural resources of the country rests
ry largely upon the effective education
the general public as to the needs and
e aims of the industry. Let the public
ow something of the problems involved
the manufacture of paper. Let it know
ore and more of the importance of paper
daily life. See that the people realize
at the industry is interested in the con-
rvation of natural resources, that the
elfare of the entire public depends not
ly upon vast natural resources, but upon
e efficient use of these in the upbuilding
industry and trade. Is there any de-
rtment of the government, any educa-
nal institution, any group of people
ywhere in the country more interested
the permanency of supply for an in-
stry than the industry itself? Why
ould the paper industry, dependent upon
e forests and upon other raw materials,
pend upon the Federal Government or
on educational institutions to conserve
tural resources that make for the per-
anency of the industry! Beyond a ques-
on it will be money well invested if the
dustries will carry on militant coopera-
on and aggressive coordination of effort,
aking for the conservation and efficient
e of the natural resources of America."

The paper industry has felt itself to be
ficiently organized for production, and
et Mr. Baker believes that there is room
r improvement. Organizing for produc-
on means more than merely increasing
e output of a particular machine or of
particular mill. There should be or-
anization to make permanent the supplies
raw materials, not alone that we may
ave more wood, or more rags, or more
ite, but that we may produce our own
yes, our own clay, our own alum. He
ontinues:

"The American Paper and Pulp Asso-
iation has taken a very definite stand for
onservation, but it should go further than
he mere printing of a program. It should
ave a 'woodlands division' made up of
epresentatives of every mill owning wood-
nds. It should have a committee deal-
ng with the problems of raw materials
ther than wood, and with the problems of
tandardization within the industry.......
"It is vitally important that the products
f the mills be placed upon the market
s efficiently as they are manufactured.
There are untold possibilities in the way
f uniting various spasmodic and separate
fforts to educate the public as to the use
f paper products. What has it meant to
he industry to educate the people to use
aper-board boxes as containers? What
remendous development there has been
n using wax-paper on food products!
Is any one willing to say that we have gone
s far as we can in extending the use of
paper? How much more effective would

The Idea that Revolutionized Steam Heating



EVERY time you hear a steam radiator knocking and gurgling, or valves hissing and leaking, you can be sure that heating system needs attention; it is wasting somebody's money. Someone should get on the job quickly.

The realization of similar heating troubles in 1893 made one man dedicate his life to the betterment of steam heating. Ten years later he patented a device that literally caused an upheaval in the world of steam heating; the conservatives thought the old way good enough.

But Clayton A. Dunham was persistent; his new ideas weathered the storm; prejudice was broken down; the majority of manufacturers dropped the old methods. Gradually, but surely, Clayton A. Dunham and his Radiator Trap forged to the front for the just reward that comes to the man with a better idea.

And the idea was so simple!

It was based on the fact that steam cannot be in a radiator at the same time as air and water (condensed steam) if that radiator is to be 100 per cent. efficient (hot all over). The steam must circulate quietly, freely and at *low pressure* for fuel economy.

In the old installations, the air was released from the radiator through an air valve—the hissing kind that you sometimes see on one-pipe systems. In such systems, the water (condensed steam) must fight its way back to the boiler through the steam pipe. This makes annoying noises and interferes seriously with the circulation of the steam.

Mr. Dunham insisted that a heating system could never be entirely satisfactory until the air and water from each radiator were returned to the boiler room through a separate pipe; each radiator should have on it a Radiator-Trap which would automatically release the trouble-making air and water, but keep all of the steam inside the radiator, where it should be—just as the Dunham Radiator Trap does.

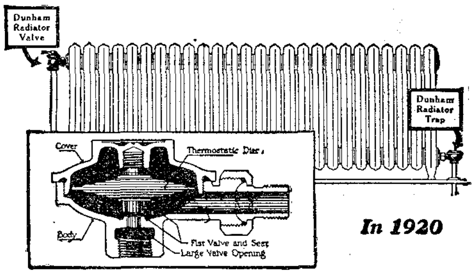
The secret of the Dunham Radiator Trap is in the corrugated disc filled with a highly volatile liquid. So sensitive is this disc that it freely passes the trouble-making air and water (condensed steam), but closes tightly when steam tries to get out. It operates accurately under varying conditions, ranging from 15 inches of vacuum to 10 pounds' pressure; is permanently adjusted at the factory. In large installations it makes jet water unnecessary. Some of the original Dunham Radiator Traps—17 years old—are still in daily use!

More than 3000 Dunham Radiator Traps are in the Woolworth Building

Eighty per cent. of all two-pipe steam heating systems, installed for the U. S. Government during the war period, used them. Thousands of homes, apartments, stores, schools and factories depend on Dunham Traps and Dunham Heating Service, of which the Trap is only one of several important elements.

Dunham Heating Service will put new life into your existing steam heating system, or give you an economical system for a new building—all in close co-operation with your architect, contractor and heating engineer. It will inspect the installation when completed and thereafter, when requested, to see that everything continues to operate to your complete satisfaction.

In towns of less than 10,000 population, Dunham Heating Service is available through the local Dunham Service Station. Ask for the name of the one nearest you.



This cross-sectional view of the Dunham Trap shows its simplicity.

For those technically inclined, we have special illustrated bulletins worthy of any library on steam heating. State what particular phase of steam heating you are most interested in.

How to benefit most

Just tell us exactly what kind of a building you are interested in "Dunhamizing" and we will be able to answer your questions to your best advantage. Ask as many as you like; be curious, even skeptical. But ask. Even if you do not own a home, get some of the facts for future use; your landlord should know about them, too.

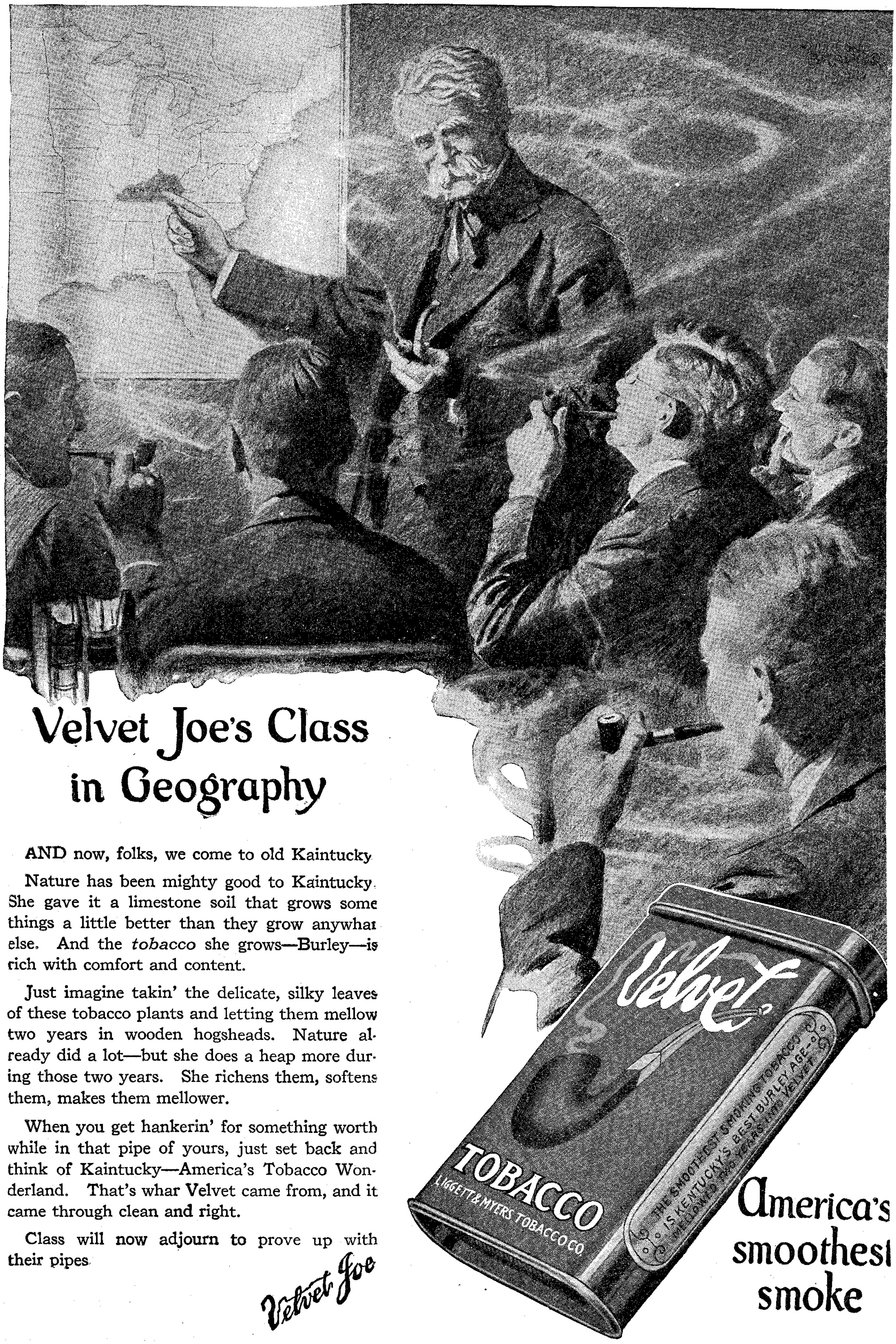
The DUNHAM
HEATING SERVICE

C. A. DUNHAM COMPANY **Fisher Building** **CHICAGO**

Factories: Marshalltown, Iowa
Toronto, Canada

Branches in 36 cities in
United States and Canada

London: 64 Regent House, Regent Street, W. 1
Paris: Establts. Munzing & Cie., 47 Rue de la Fontaine-au-Roi


Velvet
TOBACCO
LIGGETT & MYERS TOBACCO CO
THE SMOOTHEST SMOKING TOBACCO IS KENTUCKY'S BEST BURLEY AGE-MELLOWED TWO YEARS INTO VELVET
America's smoothest smoke

Velvet Joe's Class in Geography

AND now, folks, we come to old Kaintucky.

Nature has been mighty good to Kaintucky. She gave it a limestone soil that grows some things a little better than they grow anywhar else. And the *tobacco* she grows—Burley—is rich with comfort and content.

Just imagine takin' the delicate, silky leaves of these tobacco plants and letting them mellow two years in wooden hogsheads. Nature already did a lot—but she does a heap more during those two years. She richens them, softens them, makes them mellower.

When you get hankerin' for something worth while in that pipe of yours, just set back and think of Kaintucky—America's Tobacco Wonderland. That's whar Velvet came from, and it came through clean and right.

Class will now adjourn to prove up with their pipes.

Velvet Joe

SCIENCE AND INVENTION

Continued

be organized effort than the expensive individual effort that occurs here and there through the country at the present time.

"There are certain laws underlying the development of any industry. . . . Strength . . . will result from unified effort, . . . and as the result of it we shall not only make the paper industry take its place aggressively with the other great industries of the country, but, because of what we can and will accomplish in the struggle for the conservation of our natural resources, the industry will also be a vital factor in the welfare of the American people."

MORE ABOUT ESKIMO DIET

THE controversy about the sufficiency of a purely animal diet has already been noted in these columns. It will be remembered that it turns partly on the diet of the arctic Eskimos, who have been asserted to live and thrive without other food than meat and fish. In *Good Health* (Battle Creek) doubt is thrown on the purely animal character of this diet. According to the editor, the Eskimos do have access to a certain amount of vegetable food at some seasons, and when they do, they make up for lost time by eating huge quantities of it. Also, they get considerable plant food at second-hand from the contents of the stomachs of animals that they kill. The editor first quotes L. M. Turner, writing in the Eleventh Report of the United States Bureau of Ethnology about the diet of the Hudson Bay Eskimos. He says:

"A great portion of their food is eaten raw, but it is invariably cooked when it conveniently can be. Frozen food is consumed in great quantities. I have seen them strip and devour the back, fat, and flesh from the body of a deer while the fibers were yet quivering. The entrails of many species of birds are taken from the body, and, while yet warm, swallowed much after the manner of swallowing an oyster. The eggs which have been incubated to an advanced degree are as eagerly devoured as those quite fresh. The deer meat, killed the previous fall and frozen for three or four months, is cut into huge chunks and gnawed with as much satisfaction as tho it were the finest pastry. On such occasions I have seen the person appointed to chop up the frozen meat scatter the pieces among the expectant crowd with as little ceremony as that of throwing ears of corn to the hogs in a pen. For a change the frozen pieces of meat are sometimes warmed or thawed before the fire. The blood of the deer is often mixed with the half-digested mass of food in the stomach of the animal and the stomach, with its contents, and the addition of the blood, eaten raw or boiled. Sometimes it is laid aside to ferment and then frozen and eaten in this condition. Strips of fat from a seal and the blood of the animal are put into a kettle and heated, the oily liquid being eaten with the greatest relish. Seal oil is used for food in about the same manner that we use sirups. Years of almost daily intercourse with these people have failed to show the ability of any person to drink seal or whale oil without illness resulting. They never drink pure oil under any circumstances except as a laxative. The statements often made that these people drink oil as a food is simply preposterous. Such statements doubtless arose from seeing other preparations of food having an abundance of oil upon them. Lean flesh is often dipt in oil and then eaten. When a seal has been killed, and is being brought to camp, the hunter signifies his success from a distance, and those in camp raise a glorious shout. The animal is drawn ashore and skinned. The flesh is devoured raw as the process goes on, or may be divided, certain portions being given to different persons. The blood is collected, and when the meat is boiled it is mixed with the hot liquid and forms a nutritious dish, eagerly devoured by both adults and young. The children revel in this dish. The feast is continued until the flesh has been devoured and the people gorged to their utmost capacity. Stories are told and general good humor prevails. The different species of fish which frequent the shallow waters of the bay are used for food."

The editor of *Good Health* goes on to say:

"It is interesting to notice the care the Eskimos take to supply themselves with vitamins. It is evidently for this reason that they eat the stomachs of deer and the entrails of birds, with their contents.

"According to Steffanson, the practise of eating raw and frozen liver is also universal among the Eskimos, and undoubtedly for the same reason. Grass and other vegetable foods found in the stomachs of the reindeer and the entrails of the ptarmigan contain rich stores of vitamins, which are not found in oils and fats to any considerable extent, and are almost wholly absent from lean meat.

"In animals, the vitamins are gathered into the liver and other glands and are found only to a very slight extent in other tissues.

"It is evident, then, that some of the most disgusting features of the diet of the Eskimos are the result of their instinctive craving for vitamins, there being no other means by which they can be obtained during the greater portion of the year. It is possible that in this craving for vitamins on the part of some remote ancestor may be found the origin of the practise of eating raw oysters. The fat end of the oyster is its enormous liver and kidneys, which, like the liver of all animals, contains a store of vitamins. These vitamins are in part destroyed by cookery, hence the Eskimo practise of eating liver raw.

"But the practises of the Eskimos are the result of necessity and not choice. According to Mr. Turner, the Eskimos, when in the vicinity of trading-stations, eagerly adopt the use of flour, bread, peas, beans, and rice, and 'are very fond of them, and often express regret that they will be deprived of them when on their hunting expeditions.'

"In the short summer season many berries and a few other edible things grow to maturity, and these are eagerly seized upon by the native as soon as they make their appearance. Mr. Turner tell us:

"'During the season when various berries are ripe, all the people gorge themselves. They have a special fondness for the akpik (*Rubus Chamasmorus*). The sun scarcely reddens the side of these berries, locally known as "bake apple," before the children scour the tracts where they grow, and eat of the half-ripened fruit with as much relish as the civilized boy does the fruit purloined from a neighbor's orchard. Other berries

COLD
SPEAKMAN
MIXOMETER

The Speakman Mixometer

—and after the shower you feel so delightfully refreshed and clean

YOU *are* clean, too. The water, fresh and sparkling, showered your back, your chest, your arms—and ran off. You stretch your muscles. Every nerve is a-tingle. You are "toned up."

—And your shower worked perfectly. This added a lot to your enjoyment. The water's temperature was under your instant control—half a turn of the Mixometer handle from cold to hot with all temperatures between.

This Mixometer, like all other Speakman products, carries the Speakman name—its guarantee.

The shower shown is known as a stall type. It is usually installed in residences, hotels and clubs. Note that the shower and sprays can be turned on before entering the stall; also that it isn't necessary to wet the head.

This is one of many types of Speakman Showers.* We'll send a folder describing and illustrating others; or, ask your plumber or plumbing supply dealer for one of these folders.

And remember:

When you build or alter, insist that your shower is a Speakman.

SPEAKMAN COMPANY
WILMINGTON DELAWARE

SPEAKMAN SHOWERS

**There is also a Speakman Shower that can be put over a bath tub in half an hour with a screw driver.*

CHAMBERLIN
METAL WEATHER STRIPS
"SINCE 1893-THE STANDARD"

Don't Risk the Danger and Discomfort of a Draughty House

FORCING the furnace is costly and of little benefit when icy currents of air are sifting in, and heat is being forced out through cracks around doors and windows.

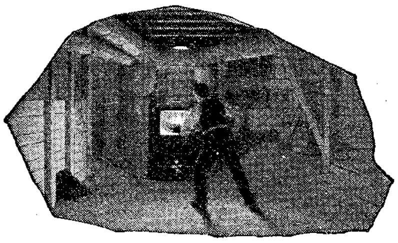
The solution lies in the installation of the Chamberlin Metal Weather Strips. They effectively seal up these cracks and stop the draughts that make your home chilly and endanger the health of your family. They enable you to heat your house evenly and comfortably at a considerable saving of fuel. They shut out dampness, germ laden dust and dirt—your home stays clean longer. They even exclude noises.

Chamberlin Metal Weather Strips have been the standard for 27 years. Chamberlin has a permanent service organization with branches in principal cities where weather strip experts are stationed to give immediate installation and adjustment service.

It is to your advantage to know all the facts about this Chamberlin Weather Strip service before you install weather strips.

Send Now for Our Interesting Weather Strip Booklet

CHAMBERLIN
METAL WEATHER
STRIP COMPANY
518 Dinan Building
DETROIT, MICHIGAN



It's well to Remember:

LUDEN'S NAME ON EVERY DROP
NOT TOUCHED BY HAND
GIVE QUICK RELIEF
REGISTERED U.S. PATENT OFFICE
LUDEN'S
MENTHOL
COUGH DROPS
LUDEN'S
LUDEN'S
LUDEN'S

GIVE QUICK RELIEF

for
Throat Tickle
Husky Voices
Cold in Head
Bad Breath
Asthma
Dry Throats
"Stuffed-up" Head
Inflamed Throats
Dust Irritation
Clogged Air-Passages
Scratchy Throats
Hay Fever
Early Morning Phlegm
Tender Throats

And many other uses indoors and outdoors the year 'round

LUDEN'S do a Lot and Cost but Little

Look for the Familiar Yellow Box
Made in Reading, Pa., Since 1881
by WM. H. LUDEN

(19)

SCIENCE AND INVENTION

Continued

contribute their share as food. The "akpik" is better known in this country as the "cloudberry."'

"Nansen, in his interesting work, 'Eskimo Life,' confirms the observations of Mr. Turner, and tells us that the contents of the reindeer's stomach are regarded as one of their delicacies. According to Nansen, 'the last thing an Eskimo lady enjoins upon her lover when he sets off reindeer-hunting is that he must reserve for her the stomach of his prey. It is no doubt because they stand in need of vegetable food that they prize this so highly, and also because it is in reality a very choice collection of the finest moss and grasses which that *gourmet*, the reindeer, picks out for himself.'

"When the foregoing was written by Nansen, neither he nor any one else was aware of the fact that the vegetable contents of the reindeer's stomach contained the precious vitamin which is, for the most part, lacking in the Eskimo diet, and that this was the fundamental reason for its being regarded as a delicacy, along with the entrails of the ptarmigan.

"The Eskimos do not flourish on their meager, unbalanced, and very deficient diet, and are by no means content with it; for they make the most of the scanty vegetable products of their country, eating with great relish the seaweed, dandelions, dill berries, crowberries, sorrel, and angelica, which spring up almost overnight, when the surface of the ground is thawed out to the depth of a few inches by the sunshine of their twenty-four hour summer days."

THE BEGINNINGS OF DISEASE

WHEN did the ravages of germ disease begin? Germs are among the oldest of earth's inhabitants; yet Prof. Roy L. Moodie, of Illinois University, writing in *The Scientific Monthly* (New York), tells us that the most ancient were harmless. The earliest animals were free from disease, and it did not become active until the earth had passed three-quarters of its present age. Its beginnings, Professor Moodie says, are "lost in an immense obscurity of time." We get our earliest evidences of it from the action of parasites on the shells of animals, resulting in the oldest forms of tumors. Possibly man acquired his diseases from the lower animals. If "early land animals lived long lives of placid contentment," as Professor Moodie thinks, undisturbed by infection, why should we not some day struggle back to that golden, germless age? The way to do it sounds very simple—exterminate all disease germs! That is the job of preventive medicine, and it has accomplished one or two subsidiary items already. We read:

"Disease did not exist with the most ancient bacteria. They were harmless, as are most of the present-day bacteria. Whether bacterial organisms were instrumental in effecting the origin of disease we do not know. This is a wide field of study which has not yet been explored. In a later geological period bacteria are found in partially decayed bone, together with thread mold and other types of fungi. This condition, however, can not be regarded as disease, but decay in dead material. The earliest animals were free from disease, altho they were subject to injuries incident to the life of any creature. The larger attacked the smaller then as now. Infection of the injured part did not take place in the early periods of animal life, and it is only after the great Coal period that infected wounds are found.

"The Coal period witnessed the earliest wide-spread condition of bacteria and fungi, and possibly witnessed the beginning of disease, altho there had been previously a mild form of pathology due to the action of parasites. The first diseased conditions preserved are, of course, not the earliest manifestation of disease, since disease is doubtless the result of long ages of struggle between the two contending forces of nature. The early animals were so highly immune to attack by bacterial organisms that it was only after the races of animals began to grow weaker through age that disease was able to make any headway.

"It is idle to attempt to place a beginning of any limited time during which disease began. Disease was not present in the earliest times of the earth's history and it did not become very active until the present age of the earth had been attained by nearly three-quarters of its duration. That is, disease has only been active during the last one-quarter of the earth's history, so far as animals and plants are concerned. The incidence of maladies began slowly, was introduced gradually, and has been an important factor only within relatively recent times. It was a minor and unimportant factor for millions of years.

"The action of early parasites on the shells of ancient animals is our oldest evidence of disease. The action of these organisms resulted in the formation of the oldest tumors. Diseased conditions of a very interesting type were caused in the early history of animal life by poisoning of the waters in which the animals lived. This resulted in a thickening of the shell, a twisting of the spirals of snails, or a diminution in size of some forms, certain of the depauperized individuals being only one-twentieth their normal size.

"The origin and development of disease may be traced to a large extent from the evidences of pathology found on the fossil bones of the ancient races of man and extinct animals, as well as from the associations of the earliest animals. That early man may have acquired some of his diseases from the coexisting animals is evident from the fact that the men of the stone ages, the cave bears, and other cave-inhabiting animals were often afflicted with the same maladies, as may be seen from the diseased appearance of their bones.

"It would thus seem that the relation between disease in ancient times and the extinction of great groups of animals like the dinosaurs, was a matter of minor importance. The indications of disease so far seen on ancient bones are the results of accidents, or minor constitutional disturbances which did not endanger the life of the race and seldom that of the individual. The evidence, to be sure, is scanty, being confined to that seen on the hard parts of ancient animals. But on a similar basis is erected our present extensive knowledge of the evolution of animals in past time. Many of the epidemic diseases of to-day which are so fatal to life leave no traces on the bones. It may have been so in past times, to a great extent.

"The beginnings of disease are thus seen to be lost in an immense obscurity of time during which the evil forces of nature were battling with the good for supremacy.

DECORATED IN GOLD

A Hall Teapot for Christmas

May your friendship be as lasting as the teapot!

As capable of withstanding life's daily rude shocks.

As permanently pure and sweet.

As beautiful and rich.

As full of the spirit of gracious service.

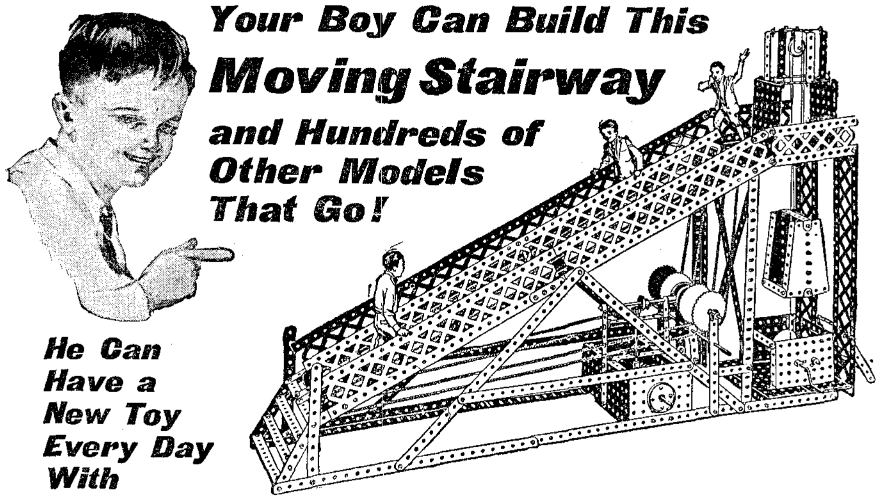
You can get a genuine Hall's Teapot of Secret Process Fireproof China with rich decorations in genuine gold at good stores.

If you have trouble in finding one, send for name of nearest dealer and folder illustrating them in color.

Look for this circle on bottom of any teapot you buy. HALL'S CHINA

HALL CHINA CO., 601 Walnut St., East Liverpool, Ohio

HALL'S TEAPOTS
of Secret Process Fireproof China


Your Boy Can Build This Moving Stairway and Hundreds of Other Models That Go!

He Can Have a New Toy Every Day With

MECCANO

Toy Engineering for Boys

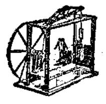
And with his Meccano Electric Motor he can make them go like real machinery. It's loads of fun to build Beam Engines, Locomotives, Tractors, Looms, Clocks, and countless other models in shining steel and brass, that WORK. No study. The manuals show how to build over 400, and he can invent and reproduce hundreds more. It's a glorious, manly sport, good all the year long. By all means get him Meccano for Xmas.

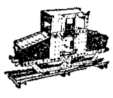
FREE XMAS BOOK

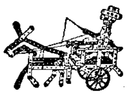
called "Meccanoland." Contains the inventor's own story of Meccano, and over 50 pictures of models and boys building them. Just the thing to help you to pick out his Xmas gift. Send for it now.

MECCANO COMPANY, Inc., Division M, 71 W. 23d St., New York, N. Y.

$1250 in Prizes for Building Models. Entry Blank at your Dealers.


Beam Engine


Electric Locomotive

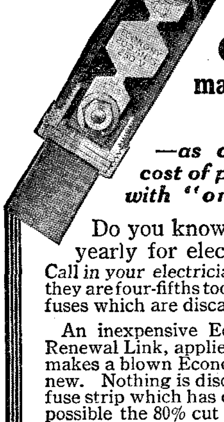

Donkey Cart

There's something about it you'll like.
TRADE MARK
On Sale Everywhere
Herbert Tareyton London Smoking Mixture
HERBERT TAREYTON LONDON
SMOKING MIXTURE
Import and Export
Herbert Tareyton

Popular Size 50¢ Also packed in half pound and pound tins.
At your dealers or sample on request.
Falk Tobacco Co. Inc. 1790 B'way New York

BRONZE TABLETS
Free Book of Designs
Jno. Williams, Inc., 556 West 27th St., Dept. L.D., New York

ECONOMY FUSES



Cut annual fuse maintenance costs fully 80%

—as compared to the cost of protecting circuits with "one-time" fuses.

Do you know what you spend yearly for electrical protection? *Call in your electrician—get the figures—they are four-fifths too high if you are using fuses which are discarded after operation.*

An inexpensive Economy "Drop Out" Renewal Link, applied in a few minutes, makes a blown Economy Fuse as good as new. Nothing is discarded but the broken fuse strip which has operated. This makes possible the 80% cut in the cost of fusing.

Insist on Economy Fuses—approved by the Underwriters' Laboratories in all capacities—from 0 to 600 amperes in both 250 and 600 volts.

For sale by all leading electrical Jobbers and Dealers

Economy Fuse & Mfg. Co.
CHICAGO, U. S. A.
Economy Fuses also are made in Canada at Montreal

SCIENCE AND INVENTION

Continued

Immunity doubtless was early established, and strongly entrenched. So firmly guarded were the primitive animals of the first ages of the earth that no disturbing influences entered into their existence. Only when racial old age and the introduction of other antagonistic influences disturbed this natural immunity did animals see the new factor of disease enter into their lives. Early land animals doubtless lived long lives of placid contentment undisturbed by fear of infection either from within or without. Disease was in its very beginnings, and with the land animals spread more and more over the face of the earth as time passed on in a mighty succession of geological ages."

FIRELESS RIVETS

During the war we heard much of the records made by "teams" of riveters, including the "driver," with his pneumatic hammer, the "holder-on," who held the rivet in place with a "dolly-bar," the "sticker," who put the rivet in the hole, and the "heater-boy," who made the rivets red-hot. The new electric rivet-heater does away with the principal function of the heater-boy altogether and relieves the others from much of the discomfort of their job. Ellsworth Sheldon, associate editor of *The American Machinist*, contributes an article entitled, "Heating Rivets without Fire," to that paper. He bids us note that millions of iron rivets are needed each year to build ships, to erect steel structures, to span waterways with bridges, and to make boilers, cranes, tanks, and a hundred other devices of iron and steel. Rivets are in demand wherever two pieces of structural material are to be permanently joined, and rivets on structural work are driven red-hot in order that the shrinking metal as it cools may draw the members closer together. Wherever rivets are driven there must be the glowing forge to supply the demand for red-hot rivets. The abolition of these forges is due, Mr. Sheldon tells us, to the engineer of the American Car & Foundry Company, at Berwick, Pa. We read:

"Spectacular tho these fires may have been, their presence was the cause of much discomfort and not a little danger to the workers by reason of the smoke and gas thrown off by them.

"Aside from the dirt and discomfort of open fires they were expensive to operate. It required some time to start up a new coal fire or to heat a cold oil-furnace; rivets were continually being lost in the fire or burned beyond reclamation because of being hidden from the heater-boy's sight, and a large percentage of the heat generated was dissipated in the surrounding air instead of being converted into useful work.

"Because of certain lack of portability, especially of the oil furnaces, the fires were sometimes an inconvenient distance from the riveters who were using their product, and the heater-boy would have to throw the rivets a long way or even to relay them to the sticker, while the latter would fumble them (they catch them in tongs or basket, not in bare hands) in a way that in another field would lose him his place on the home team.

"In sheer self-defense the company was obliged to start something with a view to eliminating the waste and discomfort caused by these fires. Their engineers got busy on the job, and as a result the long rows of ruddy fires have vanished; and the grimy, sweating mob of heater-boys are transformed into cool and calculating young gentlemen whose only care in life seems to be to see how many white-hot rivets each can keep in the air between himself and the particular stickers he is serving.

"Instead of confronting a roaring, smoking fire, each boy stands before an apparently inert machine that does not look as if it could generate heat enough to boil a potato. But let us watch what happens Taking up in his tongs a rivet perhaps seven-eighths of an inch in diameter and four or five inches long, the boy depresse a treadle in the base of the machine, thereby opening an innocent appearing pair of jaws in the upper façade, so to speak, inserts the rivet between them, and releases the treadle

"Nothing happens! There is no fire, no roar, no smoke. But wait! The black rivet is slowly (and not so *very* slowly either) turning blue. From blue it begin to turn red, gradually lightening in colo until within a few seconds the once cold rivet has assumed the dazzling brilliance of a new Mazda lamp, while sparks fly and scale drops from its surface exactly as if i were in a white-hot fire. No fire could more quickly have brought the rivet to a welding heat then has this unsympathetic looking machine, yet there is nothing in it appearance to indicate a capacity for generating heat; nothing about it is hot bu the rivet.

"The Berwick heater, is, in effect, a 'step down' transformer. Sheet-iron cover completely enclose the high-tension coil so that there may be no damage by abrasion or burning of the insulation upon th wire. The machine is provided with a sheet-iron cover to enclose the entire transformer if desired; but this is not a necessary adjunct, as there are practically no working parts to get out of order and little material other than iron, copper, and asbestos used in its construction.

"In the shops of its builders, for whose use it was primarily designed, conduits ar laid beside each car-track and connecting terminals provided at short intervals so that a heater may be installed almost anywhere without loss of time.

"Tho the machines, so solidly constructed, are very heavy, they are stil considered 'portable,' as it is the work o but a moment for a crane to hook onto the supporting ring and transport the machine to any desired location. Pushing the attachment plug into a terminal box, less work than turning an ordinary incandescent lamp into its socket completes the operation of moving, and the machine is ready for business.

"Tho heat derived from the electric current does not always compare favorably in cost with that generated directly from fuel the elimination of waste heat made possible by delivering *all* of the energy to the place where it is most needed more than offsets the difference. Besides this, the freedom from gas and smoke, the saving in the matter of burned or lost rivets, and the reduction of difficulty in the matter of keeping efficient heater-boys on the job far more than warrants the trouble and expense of the change."

ARE YOU BUYING "CAMOUFLAGE" OR THE REAL-VALUE ARTICLE?

NO matter what you buy today you will find wo classes of goods. The ne low in price and the ther *apparently* high in rice.

pparently for on investigation the higher priced rticle may be found to be he less costly.

n practically every line of anufacture, cost of production has risen to a oint where the Manuacturer has had to do one f two things.

e has had to make an nferior quality or decrease he amount sold for the ld price.

r he has had to raise his rice in proportion to his ncreased costs for the same rade of raw material and orkmanship.

ven though the price f a satisfactory article s double what you used o pay—that alone should ot influence you to buy ome other brand.

So Buy Carefully

hen there is a distinct ifference in the price of he same goods made by ifferent manufacturers it ill pay you to find out *hy*.

t may be that the item elling for less per package ay *look* as large as the ther—it may seem in all articulars to be equal in alue, but frequently this s not the case.

This is not a criticism of he manufacturer or of the ealer who sells the lower riced article—it is a statement of fact and a suggestion to "Ask WHY" hen prices differ.

PASTE
DIAMOND

They both SHINE—they are the same SIZE—both are an adornment—But only one is a DIAMOND. Which would you buy?

If you do, it will probably save you a good many dollars.

Take Toilet Paper As an Example

The war and post-war demand for paper and paper products has grown to such proportions that everything made from paper has advanced materially.

The price of Toilet Paper has risen to a point where the cost of an old STANDARD QUALITY package looks high.

But compare the actual VALUE of the package with one that sells for less money and you find that the cheaper package—

Is loosely wound to look big, but actually contains fewer sheets—

Has smaller sheets—

Is an inferior quality of paper—

Or you find a combination of all these faults.

So you readily see the reason for the lower price per package.

To Be Specific

The A. P. W. Paper Co. is one of the largest users of wood pulp in the country and can buy material and labor as advantageously as any—

Yet the A. P. W. QUALITY PRODUCTS cost more now because the quality has not been cheapened—the SIZE of sheet has been maintained and the number of sheets per package has not been decreased.

So you who buy QUALITY PRODUCTS are Getting Your Money's Worth.

As an illustration take the A. P. W. SATIN TISSUE Roll. There are still 2500 full sized sheets—count guaranteed—it is still made from the best grades of wood pulp obtainable. And it is the same smooth, soft, sanitary tissue that makes it the leading seller with thousands of dealers in the U. S. A.

The A. P. W. Quality Products

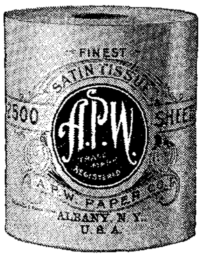
are five brands of Toilet Papers—all equally high grade—all equally reliable, sanitary and satisfactory—all made in a bright, clean factory under the most sanitary conditions.

The brands vary in texture, weight and size of sheet so that you may choose the particular TYPE of paper you prefer.

Most good dealers know, recommend and sell these five leading A. P. W. QUALITY PRODUCTS that give you Full Value for the price you pay.

Interesting QUALITY PRODUCT Folder with samples sent in plain sealed envelope on request, Dept. 12, A. P. W. Paper Co., Albany, N. Y.

The A. P. W. QUALITY PRODUCTS that never have varied in QUALITY, QUANTITY or VALUE
Always the same high-grade—always good value at the price.



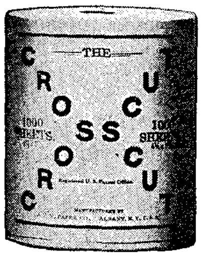
A. P. W. SATIN TISSUE

Light but firm—the finest tissue we know how to make. Comes in a 2500 sheet roll that saves the trouble of frequent replacement.

PURE WHITE
TOILET

PURE WHITE

is the rich quality white-as-snow Japanese crepe, wrapped in sanitary protecting tissue.



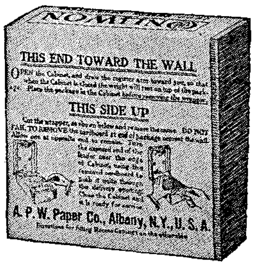
CROSS CUT

the quality medium weight tissue. Heavier than Satin Tissue—absolutely sanitary.

Fort Orange
1000 SHEETS

FORT ORANGE

similar to Cross Cut—sheets a little smaller and lighter in color—quality paper—perfectly soluble in water.



ONLIWON

the quality package of folded sheets served automatically from attractive cabinet that protects it from dust and germs, prevents waste and matches your bathroom fittings.

Keeping Coal Expense Down

FUEL expense is a big element in the cost of producing manufactured articles. Every efficient manufacturer knows the ratio between his own fuel consumption and his output, as well as that of his competitors. If the ratio in his own business mounts too high above that of his competitors, he must either find a remedy or give up the field to them.

Every manufacturer who uses Consolidation Coal can avail himself of the services of our Testing Engineers in fighting fuel expense. A suggestion of the results that are obtained by them is given in the experience of a western paper manufacturer.

This customer reported that something was vitally wrong in his power station although he could not put his finger on it. He was consuming coal at a rate much higher than other paper plants. For every ton of paper produced he was using a ton and a half of coal. As he put it, his business was rapidly being confined to "the red ink side of the ledger."

Careful observation disclosed an intelligent and conscientious fire-room force, which added to the mystification. Studies of temperatures and steam deliveries disclosed no flaw. Unwilling to quit, our testing engineer followed the matter back to the very foundation of the plant. There, he found the key. The paper-producing machinery was not big enough to use economically the power capacity of the plant. The manufacturer was advised that by a slight enlargement of his boiler capacity he could double his producing equipment and turn out twice as much paper on practically the same volume of fuel. When these enlargements had been made and the new machines installed, the manufacturer reported a production of nearly two tons of paper for each ton and a half of coal. In other words, our recommendation had enabled him almost to cut in half his fuel consumption per ton of paper.

Such efficiency service back of Consolidation Coal counts for much in a time of fuel shortage.

THE CONSOLIDATION
COAL COMPANY
INCORPORATED
Bankers Trust Building · New York City

SCIENCE AND INVENTION
Continued

WINTER ROAD-MAKING

THE possibility of continuing certai kinds of road-construction throug severe winter weather has recently bee demonstrated by contractors in the Nortl west. A writer in *Public Works* (Ne York) notes that for ordinary work, if contractor can figure on two hundred day a year of actual service he is generall fortunate. This means that his interes and depreciation costs must be distribute over only two hundred days instead of th three hundred or more which would b possible but for inclement weather. If b any means he can use the equipment fc one hundred days more, he can decreas by 50 per cent. the charges which he mus make in estimating past costs or futur bids. We read further:

"To a certain extent, or for certain kind of equipment, it may be possible to do thi by continuing the work throughout th winter. But certain classes of work, suc as laying concrete pavements or the us of asphalt, it is hardly practicable to continue during freezing weather. On th other hand, a great deal of work whic involves little more than hauling can b done in winter.

"Considerable road-work of this kin has been done for several years in th Dakotas, Minnesota, and Wisconsin. I winter it has been found that some gravel beds are more accessible; that a large number of teams are available; that whe the ground is frozen it is possible to hau across swamps and streams as well as ove sandy soils and wet wood roads, which i would be almost impossible to haul ove in summer with teams and wagons. It als is found that a much greater yardage pe team can be hauled. It is reported tha in northern Wisconsin from three to si cubic yards of gravel can be hauled b one team and from five to eight yard where four horses are used, the grave being deposited directly upon the road where it is to lie. Other material, such a stone or gravel and sand to be used fo concrete or bituminous macadam, can be hauled in winter and deposited in piles along the side of the road, ready for use in the early spring, when the coming of the frost out of the ground would make the hauling of these materials especially difficult."

Another advantage over winter hauling is that when the subgrade has been shaped and frozen solid heavy trucks can carry gravel or other material over the subgrade without any damage to it, whereas if such hauling were done in the summer-time the subgrade would be badly cut up. The writer continues:

"E. G. Edwards, highway engineer of the Bureau of Public Roads, says that the pits should be stript and the approaches graded before the ground freezes. Hauling should begin, if possible, as soon as the ground freezes, using wagons until there is enough snow for sleds. After once starting, hauling should be continuous so as to maintain a solid road-bed.

"In some cases the track is iced, for

vhich purpose a tank mounted on a sled s used. A properly regulated stream of vater is allowed to run from the rear of he tank into each of the tracks as the eam hauls it along the road.

"Where the road has been graded the revious season for receiving the gravel, he snow is cleaned away by the use of a lade-grader and hand-shoveling for a vidth about four feet less than the re-uired width of surface. The full amount f gravel is then deposited, and after the rost is out in the spring the gravel is pread out the full width and shaped to the roper cross-section. If the gravel is auled before the grading is done it is leposited in stock piles, usually eight or en to the mile, care being taken to place hese piles where they will be accessible and ot interfere with the construction work.

"In Goodhue County, Minnesota, two vagons, pulled by a six-horse team, handled y one teamster, hauled in winter at a cost f ninety-five cents per yard for loading and auling the first mile and fifty cents for ach additional mile. During the summer t was impossible to haul more than one-hird as heavy loads, owing to the sandy oads. In another case gravel was hauled by ive-yard trucks over roads which it would ave been impossible to use heavy trucks ver in the summer months. In Marshall County, Minnesota, on a swampy section f road, the swamp was used to build up he grade about three feet above the wamp, the use of a disk-harrow and a en-ton roller compacting the peat into a fairly sound road-bed. This enabled ome hauling by wagons before the snow ame, but as soon as there was enough now to use sleds the load per team was nore than doubled."

MAGNETIC FLAW-DETECTOR FOR RAILS—The treacherous flaws occurring within steel was one of the problems encountered by our rifle-makers during the war. The problem of producing a flawless steel was, therefore, put up to the Bureau of Standards at Washington and was referred to the expert in magnet analysis who had been studying the relation between molecular and magnetic properties of steel for over eight years, says *Electric Traction*, as quoted in *Engineering and Contracting* (Chicago):

"This expert has produced an instrument which magnetizes steel. If it is run along a steel bar that is absolutely uniform in quality inside and out the needle of the dial of the instrument does not move. If the needle does move it indicates that there is something wrong somewhere within the steel bar. It is now proposed to use this instrument, called a direction-finder, to test the uniformity of bridge members and other structural steel and also to locate flaws in rails. Flaws within steel rails, which can not be detected by inspectors nor provided for by engineers when designing steel members and rails, have been the cause of many serious accidents. Serious railway wrecks are often attributed to flaws in rails. Therefore the introduction of an instrument which can be used in testing rails to locate serious flaws is a long step toward safety in railway operation. It is reported that one of the large Eastern railroads is now planning to make use of the magnetic tester in testing its rails, especially those newly purchased. The results accomplished by this means of testing will be closely watched by all railway men."

THE selection of your wardrobe this Fall is a matter that calls for nice discrimination among a host of offerings. When all is said and done, there are no finer ready-to-wear garments on the market than those that bear the name of ADLER-ROCHESTER. Every suit and overcoat is made to satisfy the exacting demands of the best dressed men in the world—the gentlemen of America.

ADLER-ROCHESTER
CLOTHES

Write for Style Book to L. ADLER, BROS. & CO., *Rochester, N. Y.*

It's all in the lather!

YOU'll say so, too, when you see in the mirror the reflection of your face smiling from out a great billowy cloud of rich and creamy lather.

Since 1840, generation after generation of real men have indicated Williams' as their ultimate choice in shaving soaps. They prefer it because no matter what the condition—"hard" water, cold water, sunburn, tender skin—they know the result will always be a clean shave and a delightful sensation of complete comfort after it.

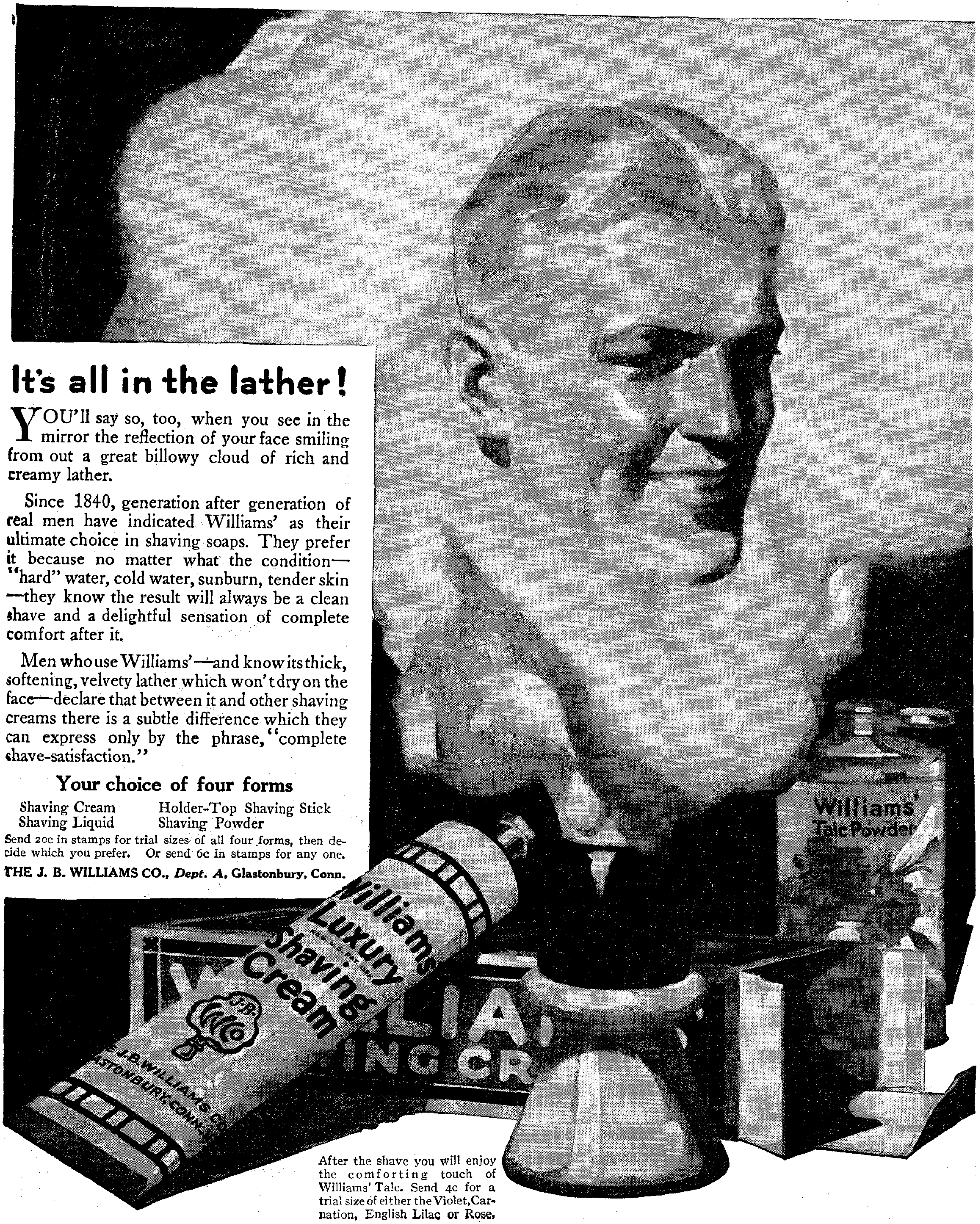
Men who use Williams'—and know its thick, softening, velvety lather which won't dry on the face—declare that between it and other shaving creams there is a subtle difference which they can express only by the phrase, "complete shave-satisfaction."

Your choice of four forms

Shaving Cream	Holder-Top Shaving Stick
Shaving Liquid	Shaving Powder

Send 20c in stamps for trial sizes of all four forms, then decide which you prefer. Or send 6c in stamps for any one.

THE J. B. WILLIAMS CO., *Dept. A,* Glastonbury, Conn.



After the shave you will enjoy the comforting touch of Williams' Talc. Send 4c for a trial size of either the Violet, Carnation, English Lilac or Rose.

Williams' Shaving Cream

THE J.B. WILLIAMS COMPANY MAKERS ALSO OF *MATINEE VIOLETS. JERSEY CREAM* AND OTHER TOILET SOAPS, TALC POWDER, DENTAL CREAM ETC.

WORLD FACTS

(*Continued from page* 43)

about 420 miles east of Madagascar. It has an area of 970 square miles and a population of 175,000. The chief products are sugar, rum, coffee, manioc, and spices. There are twenty sugar-factories. Total value of exports in 1918, $5,538,046.

FRENCH SOMALILAND

French Somaliland has an area of 5,790 square miles and a population of about 206,000. The chief exports are coffee, ivory, hides, and skins. Salt-mines opened in 1912 exported in 1918 11,500 metric tons of salt. The total exports in 1917 amount to 50,324,846 francs.

FRENCH WEST AFRICA LARGEST OF COLONIES

French West Africa, which comprises Senegal, Haut-Sénégal-Niger, French Guinea, the Ivory Coast, Dahomey, the military territory of the Niger and Mauretania, covers the largest tract of any French possession—approximately 1,840,000 square miles. It has a population of approximately 12,000,000 souls. Altho the several colonies which make up French West Africa are separated from each other by certain foreign colonies, they form none the less a distinct geographic entity and have the mouth of the Niger as a common hinterland.

The general budget amounts to some 25,000,000 francs yearly.

The agricultural resources of these colonies are the most important, altho there are some native industries, such as pottery, brick-making, jewelry. The fisheries have some importance, fresh fish and shell-fish being exported to France in an amount exceeding 575 kilograms.

The production of cotton is rapidly assuming greater importance, for in 1904 the total output of this product amounted only to 1,037 kilograms, while by 1916 the figure had reached 594,000 kilograms.

Among the forest resources of French West Africa rubber is the most important, and many practical schools have been established in several regions to teach the natives the best means of exploiting this product. Exports of rubber amounted in 1913 to 6,139,550 kilograms. The palm and other oil-producing plants are abundant and the exports of oils represent an annual wealth of about 1,500,000 francs.

The raising of cattle has attained considerable importance and it is estimated that there are about 8,000,000 head of cattle in these colonies. The exportation of hides in 1913 amounted to 2,025,030 kilograms.

The mineral wealth of French West Africa is not yet fully ascertained. Gold is mined to the amount of about 800,000 francs annually. Iron deposits are numerous, but the lack of soft coal has made their exploitation difficult up to the present time. There are also veins of tin and important stone quarries.

COMMERCE INCREASES 500 PER CENT.

The total commerce of French West Africa, which amounted in 1895, when the present system of administration was created under the French Republic, to 79,000,000 francs, had reached the sum of 155,000,000 francs ten years later, and in 1913 amounted to 277,718,152 francs. By 1917 this figure had been increased to 384,744,471 francs, of which 180,303,806 francs constituted the exports.

The larger rivers form an excellent means of internal communication. The total railway mileage of the French West Africa colonies amounted in 1918 to 125,474 miles, the sum of 240,000,000 francs having been invested to attain this result since the year 1885, when only a single line of 165 miles existed.

FRENCH COLONIES IN WESTERN WORLD

The French colonies in America consist of Guiana, the Mantinique and dependencies, Guadeloupe and dependencies, St. Pierre and Miquelon.

French Guiana may be considered as an immense virgin forest watered by twenty-two rivers. The forests are very similar to those of Brazil. The products may be classed in the order of their importance as follows: hardwood suitable for building, plank timber, wood suitable for furniture, pulp wood, oleaginous, aromatic, and dye plants, and plants suitable for the manufacture of textiles and medicines.

The area is about 60,000 square miles, population in 1917, 40,000. Exports in 1918 were valued at 15,321,697 francs; imports, 15,308,526 francs.

The area of Martinique is 385 square miles; population, 193,000. The chief products are sugar, rum, and cocoa. Imports in 1918 were valued at 54,770,959 francs, exports to 90,800,171 francs.

St. Pierre and Miquelon. These are the largest islands of two small groups close to the south coast of Newfoundland with a total area of 93 square miles and a total population of about 10,000. The chief industry is cod-fishing. Imports in 1918 were valued at 5,166,652 francs; exports, 6,711,299 francs.

NEW CALEDONIA, ONE OF THE WORLD'S RICHEST COUNTRIES

The French colony of New Caledonia, tho covering an area of only 8,000 square miles, is one of the richest countries in the world. The population in 1911 was 50,608.

The most important products are coffee, maize, beans, manioc, tobacco, and vegetables. The exploitation of coffee is likely to become exceedingly important. Sugar-cane is also grown. The island contains excellent pasture-land, upon which 130,000 cattle of a heavy type are fed. The colony also possesses 25,000 sheep and as many goats and hogs. Among the products of the fisheries, mother-of-pearl has most importance, more than 1,000 tons being exported annually.

New Caledonia is essentially a mining country, however, and its wealth in nickel is surpassed only by that of Canada. Three million six hundred thousand francs' worth of nickel was exported in 1913. Efforts are now being made to refine this metal on the island itself.

The commerce of the island has been increasing considerably in recent years, the total for 1912 having been 23,095,779 francs, as compared with 37,800,242 francs in 1917.

In the latter year the exports exceeded the imports by approximately 2,000,000 francs.

OCEANIA

The French establishments in Oceania are scattered over a wide area in the eastern Pacific and had a total population in 1912 of 32,000. Their chief products are copra, sugar, rum, and pearls. The value of exports in 1917 was about 10,000,000 francs.

This completes an inventory of possessions which with their steady development add in a vast degree to French economic wealth.

BUY DIAMONDS DIRECT
FROM JASON WEILER & SONS,
of Boston, Mass., one of America's leading diamond importers

For over 44 years the house of **Jason Weiler & Sons, of Boston,** has been one of the leading diamond importing concerns in America selling to jewelers. However, a large business is done **direct by mail** with customers at **importing prices! Here are several diamond offers—direct to you by mail**—which clearly demonstrate our position to name prices on diamonds that should surely interest any present or prospective diamond purchaser:

1 carat, $145.00

This one carat diamond is of fine brilliancy and perfectly cut. Mounted in Tiffany style, 14k solid gold setting. Money refunded unless entirely satisfied. Our price direct to you **$145**

A few weights and prices of other diamond rings

¼ carat . .	$ 31.00
⅜ carat . .	50.00
½ carat . .	73.00
1½ carats .	217.00
2 carats . .	620.00
3 carats . .	930.00

Our free catalog illustrates all the latest style diamond rings, bar pins, diamond mounted platinum watches, etc.

LADIES' All Platinum Diamond Ring $395.00

Six blue-white perfectly cut diamonds set on sides of the ring. Large center stone is fine blue-white color. Ring is exquisitely hand-carved and pierced.

MEN'S Green Gold Diamond Ring $395.00

Fine blue-white perfectly cut diamond, embedded in solid platinum. Ring is handsomely hand-carved in Grecian design.

LADIES' All Platinum Diamond Ring $530.00

Sixteen perfectly cut, blue-white diamonds, set on the sides—large center stone is of fine blue-white color. The ring is solid platinum, exquisitely hand-carved and pierced.

Men's Solid Gold Diamond Ring $350.00

Perfectly cut blue-white diamond embedded in solid platinum square top. Ring is 14k solid gold—in the new green finish if desired. A very effective combination.

WE REFER YOU TO ANY BANK IN BOSTON

If desired, rings will be sent to your bank or any Express Co. with privilege of examination. Our diamond guarantee for full value for all time goes with every purchase.

WRITE TODAY FOR THIS—VALUABLE CATALOG FREE ON "HOW TO BUY DIAMONDS"

This book is beautifully illustrated. Tells how to judge, select and buy diamonds. Tells how they mine, cut and market diamonds. This book showing weights, sizes, prices and qualities, $15 to $100,000, is considered an authority.

Diamonds
JW
Jason Weiler & Sons
Boston U.S.A.
Antwerp Paris Buenos Aires

Write for your copy today FREE

Write for Free 144-Page CATALOG
of Jewelry, Watches, Silver, Leather Goods, etc.
A splendid guide for the Xmas gift buyer

Jason Weiler & Sons
347 Washington Street, Boston, Mass.
Diamond Importers since 1876
Foreign Agencies: London, Amsterdam and Paris

Collect
$5.83 Every Month
on each $1000
invested

JANUARY
DECEMBER

Monthly Income from Miller Mortgage Bonds

INVEST in Miller Mortgage Bonds for income to meet your monthly expenses. By special arrangement we remit interest monthly in advance to those investors who desire it.

Mortgagors are required to make advance monthly payments toward interest and principal coming due. Primarily this monthly collection is one of many Miller safeguards, but it also enables us to cater to the convenience of our investors.

A $1,000 Miller Mortgage Bond yields 7%, payable $35 semi-annually or $5.83 monthly. A $10,000 investment pays $350 semi-annually or $58.33 monthly.

Write for bank and investor references, and for booklet entitled "Selecting Your Investments."

G. L. MILLER & COMPANY, Inc.
945 Hurt Building, Atlanta, Ga.

Most Attractive Investments

in today's market are
Public Utility Bonds
and Short Term Notes—

representing strength, marketability and safety, and affording liberal yields for one to twenty-one years.

$100, $500 and $1000
DENOMINATIONS

Ask for Circular D

H. M. Byllesby & Co.
Incorporated

Chicago
208 S. La Salle St.

New York
111 Broadway

Providence
10 Weybosset St

Boston
30 State Street.

Partial Payment Plan on Request

WE SOLVE VIBRATION PROBLEMS

MA

WITH most automobiles, a certain engine speed means annoying tremor. Some automobile manufacturers have corrected this condition; all makers *can* and *will* when buyers insist upon it.

Write for new leaflet, "How to select a car, from the standpoint of vibration."

VIBRATION SPECIALTY CO.
Harrison Building
PHILADELPHIA, PA., U. S. A.

INVESTMENTS ▾ AND ▾ FINANCE

THE SLUMP IN COTTON PRICES

COTTON prices at the beginning of last month "were at least a third less than cost of production," says a leading farm journal in the cotton belt. The night-riding that has been going on in the cotton section may be quite unjustified, and local officials are apparently doing their best to stamp it out. But, says a writer of an Atlanta dispatch to a New York paper, "too many people want cotton to go to 40 cents for the night-riders to be in danger of being arrested." The present crop—now selling at around 20 cents a pound—was planted, says this writer, "with the expectation of being marketed at 40 cents a pound. Labor, fertilizer, and practically everything that went into the production of the crop were paid for on a 40-cent expectation. The farmer feels it to be unfair to be asked to take $120 for a bale instead of the $200 he expected; and with prices dropping he may have to take even less." Spot middling cotton was selling a few months ago at 43.50 at Galveston, 43.25 at Augusta, Ga., and 43.75 at New York. Around October 1 the price was 22.50 at Galveston, 22.13 at Augusta, and 24.25 at New York. By October 16 there had been a further drop, spot middling being 22 at Galveston, 20.50 at Augusta, and 21 at New York. The President of the Oklahoma State Board of Agriculture is quoted by *The Oklahoma Farmer* (Oklahoma City) as saying:

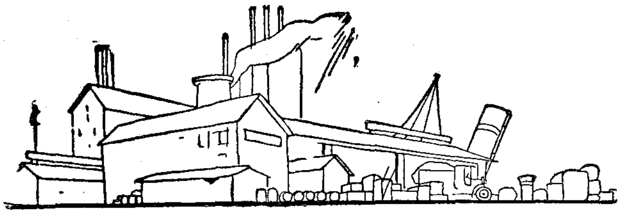
> To produce a bale of cotton, it costs not less than 30 cents a pound this year at a conservative estimate. We produced 1,016,000 bales of cotton last year, and the crop this year will be approximately the same size. Nearly a fourth of the crop will be low-grade cotton, which will not bring the farmer what he paid out for it at present prices. Prices of low-grade cotton are abnormally low and out of proportion to the prices of white cotton. The principal consumers of the lower grades in the past have been mills in Germany and Austria which are not operating now. There are several hundred thousand bales of low-grade cotton left over in the State from other years.

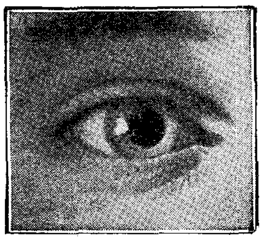
Census figures quoted in the dispatches from Washington show that cotton consumption in September was considerably less than in September of last year. *The Commercial and Financial Chronicle*, commenting on figures prepared by the International Federation of Master Cotton Spinners' and Manufacturers' Associations, notes that the supply of cotton on hand July 31, 1920, was about 10,000,000 bales, 500 pounds net average, and "sufficient to cover consumptive requirements for some thirty weeks at the rate maintained in 1919–20." *The Chronicle* adds:

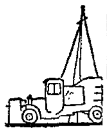
> This being the case, and in view of the deflation in prices for goods, it is not altogether strange that cotton should decline in price. It is, of course, a notable fact that even at the lower prices the takings by the mills in the United States show no tendency toward increase. But prices are getting down to a figure that should stimulate buying.

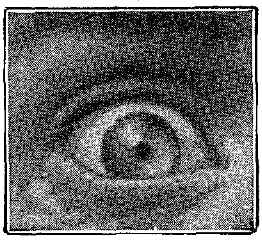
A writer in *The Financial World* (October 11), Mr. C. T. Revere, notes complaints from cotton-planters that cotton prices are being manipulated by "blood-suckers" in New York and proceeds to answer them with a discussion of the causes of the slump in cotton:

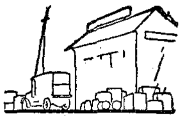
> This outburst completely ignores the facts in the case. When the contract market in New York broke to the level of 26 cents for the December position, there were many speculators who believed that the market was low enough. The Texas crop had just started to move in volume, and owing to the lack of export demand and the small buying by domestic spinners there was little market for the bales as they came from the gins. The Texas producers sold without regard to price. Country merchants bought the cotton from the farmers and sold it to the larger shipping firms, who in turn were forced to sell hedges against their accumulated purchases. This pressure came upon the market at a time when speculative buying power was unable to take care of the offerings. The result was a vicious break. The last ten days of September were characterized by an almost perpendicular decline of five to six cents per pound. The pressure did not come from bear speculators, but from the farmers of Texas, who were seeking the best price that could be paid at the time.
>
> The market has now reached a point where spinners believe prices are reasonable. Unfortunately, they have only limited orders on their books, and they do not care to stock up heavily with raw material until they can make contracts for goods. Meantime, the finished article has declined greatly in price. Standard print-cloths, 38½ inch, 5.35 yards to the pound, are selling at approximately half the cost that prevailed last April. The demand is limited. Many manufacturing plants are running on short time. In other words, the textile industry of the United States is in a condition bordering on demoralization.
>
> It is true that the reduction in the cost of raw material as well as in manufactured goods has not yet reached the buying public. It is more than probable that many a housewife who has curtailed her purchases of household linens would be glad to come in and buy freely if retailers would make cuts commensurate with those already made by the producer of raw material and the manufacturer. It is also believed that hundreds of thousands of automobile owners would be glad to come in and stock up with new tires if manufacturers would make the reductions that are justified by the present cost of rubber and tire fabrics.
>
> Measured by ordinary standards, cotton is already on a fairly reasonable basis. Texas has stopt offering so freely, partly owing to the decline and partly because the small producers have relieved their pressing











Normal eye
under right illumination

Same eye
under light with glare

Eyes of Industry

Without sight practically all manufacturing ceases. Guard the eyes of industry and you guard industry itself. Light both guides and blinds. Too much light is like too much water—dangerous. "Avoid glare," say the foremost illuminating engineers; it causes eyestrain, resulting in headaches, spoiled work, decreased production and many accidents.

Light of the proper intensity, correctly diffused and directed upon the work to be seen, is a subject that has received specialized attention from our Illuminating Engineering Department. Our success in producing lighting equipment in keeping with modern lighting standards is evidenced by the fact that hundreds of factories both large and small now use Benjamin Industrial Lighting equipment.

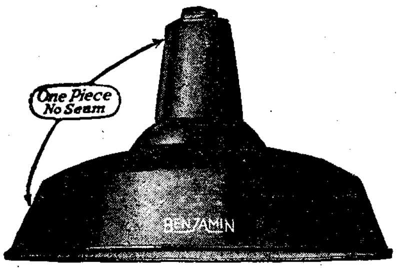
Incorrect Illumination in a factory handicaps both eye and hand. Its cost to you as determined by careful tests covering a wide range of industry is 12% *less* production, 25% *more* spoilage, and 25% *more* accidents. You cannot afford such a price for poor lighting. Change your illuminating system. It is affecting the profit side of your ledger, though you may not know it. One illumination authority says that production alone in an improperly lighted plant may be speeded up as high as 35% by the substitution of proper lights and reflectors.

Consult your own engineer, contractor or architect. Our Illuminating Engineering Department will co-operate with them gladly and without obligation. The facts are important—get them.

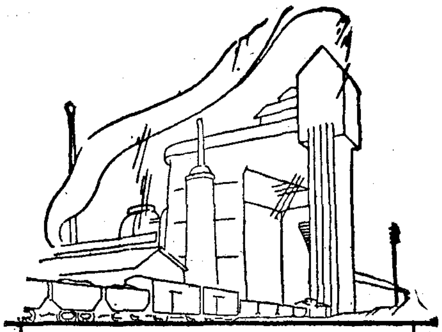
Address the Advertising Department, 806 W. Washington Blvd., Chicago

BENJAMIN ELECTRIC MFG. CO.
Factories: Chicago and Desplaines, Ill.
Sales and Distribution Offices:
247 W. 17th St., New York 806 W. Washington Blvd., Chicago 590 Howard St., San Francisco
Benjamin Electric Mfg. Co. of Canada, Ltd., Toronto, Canada
The Benjamin Electric Limited, London, England

BENJAMIN
Makers of Things More Useful



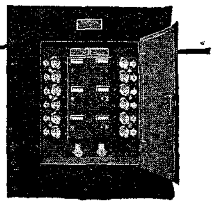
One of many Benjamin reflectors, each designed for a special purpose



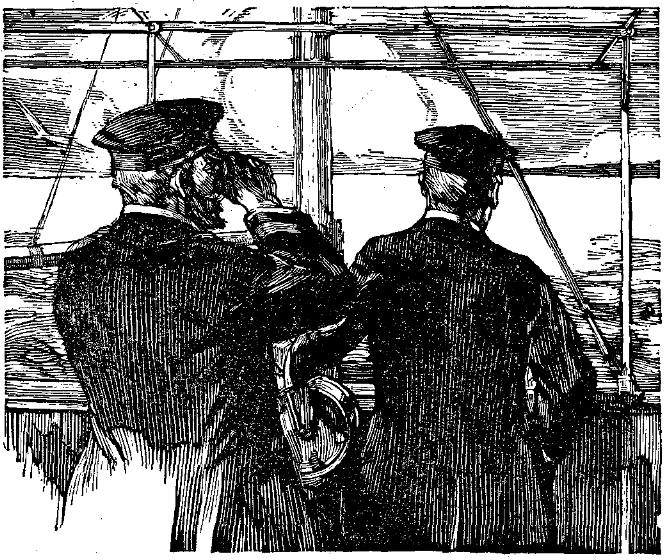
BENJAMIN PRODUCTS

The following are divisions of Benjamin products on which we will be glad to send information:

Industrial Lighting Division
Electrical Division (including Benjamin Two-Way Plug)
Pressed Steel Products Division
Enameled Products Division
Starrett Panel Board Division



Benjamin-Starrett Panels are distributing centers for electric wiring which mark the new safety era in panel board construction. They are approved by the National Board of Fire Underwriters.
Best in material, lightest in weight, smallest in size; they need little labor in installation.
Order Benjamin-Starrett Panel Boards in connection with all correct industrial lighting installations for long, satisfactory service, safety and fine appearance.
Immediate shipments make possible immediate installations.



The best Captain employs a skilful pilot

THE deep sea captain takes on a pilot to guide him through New York Harbor. Likewise the careful investor seeks experienced guidance in choosing the best channel for the investment of his funds.

The National City Company is in constant touch with the whole investment field through its investigating departments. The concrete results are assembled in a monthly purchase sheet which lists only such investment securities as the Company decides to purchase and to recommend.

This list may be had at any one of our 50 offices in leading cities, or will be mailed direct to you on request for D146.

Facts for CAREFUL INVESTORS

OUR book, "Men and Bonds," giving information on the following subjects, will be sent on request:

Why we handle only carefully investigated investment securities.

The wisdom of purchasing securities from a Company large enough to maintain far-reaching investigation service.

The importance of buying investment securities from a house with more than 50 offices and international connections and service.

Why the careful investor selects securities from a broad range of offerings.

How 10,000 miles of National City Company's private wires keep our offices in leading investment centers of the country in constant touch with our New York headquarters.

Your advantage in dealing with a Company whose representatives talk with an average of 3,000 banks a day.

Why these sales representatives are especially qualified to helpfully discuss your individual investment needs.

For a copy of this book, address our New York office, asking for D139.

The National City Company

National City Bank Building, New York

BONDS · PREFERRED STOCKS · ACCEPTANCES

INVESTMENTS AND FINANCE
Continued

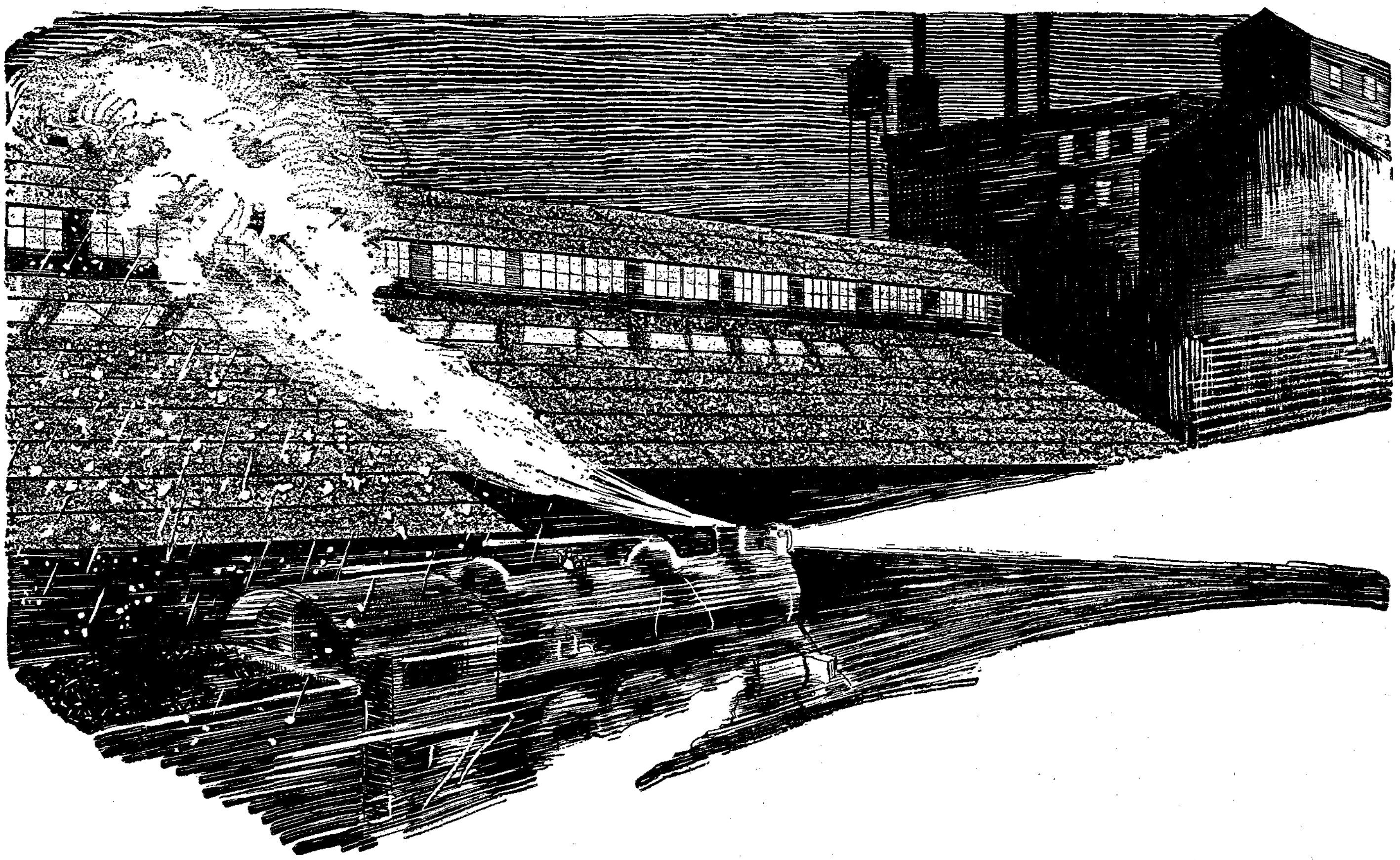
necessities. The Eastern Belt growers, usually shrewder merchants than their Texas competitors, are selling a relatively small proportion of their crop. They realize that cotton is a commodity which is practically imperishable and that it is excellent collateral. Ample funds have been available for the purpose of moving the crop, but the lid has been shut down tight on loans for holding cotton off the market. At the same time the money situation is easing somewhat, and in view of the unimpeachable collateral afforded by cotton which is properly warehoused, it is to be assumed that the extremely stringent policy will be somewhat modified.

The crop has not come up to the promise of midsummer. The Bureau of Crop Estimates placed the condition of the crop as of date September 25 at 59.1, and gave the indicated crop as 12,123,000 bales. This is about 800,000 bales more than last year, but it suggests no likelihood of an oversupply, even assuming a rather poor state of trade for a year to come.

PAYMENT OF THE ANGLO-FRENCH LOAN

WHEN the outstanding balance of the $500,000,000 Anglo-French war-loan was paid at the banking-house of J. P. Morgan & Co., the underwriters, on October 15, it was, according to the press, the largest payment ever made in connection with an international transaction: $297,000,000 had previously been taken care of by open-market purchases and otherwise and $203,000,000 of the issue remained to be paid off, but it was feared that this might upset the money market, but as a matter of fact the operation, we are told, caused scarcely a ripple. As the New York *Tribune* notes in its financial columns, "the coordination of banking resources in the Federal Reserve System made it possible to pass through the day without any sensational signs of stringency." The Federal Reserve Bank of New York had made arrangements to advance gold to the French Treasury in the event that the French—responsible for half of the maturity—should find at the last moment that they did not have quite enough funds to meet the total payments due, but the emergency did not arise. More than half of the bonds had been received in anticipation of the payment by the close of business on the 14th, says the New York *Journal of Commerce*, a fact which enabled the deposit early the next morning of funds due on this amount with banks tendering the bonds. Much of this, it is believed, "appeared in the call-money market during the day, causing the rate to soften rather than stiffen as might have been expected to result from the operation." As we read further:

A large number of bonds were presented for payment beginning at ten o'clock, but the line steadily dwindled during the day, and at the close it was learned that the aggregate presented over the counter had not been great. It was estimated that as



Certain-teed Roofing is Spark-Proof

Certain-teed will protect your property against fires due to sparks dropping on the roof from passing engines. It also helps to prevent fires spreading from building to building by means of sparks and burning embers.

Where fires have started in other parts of the building, Certain-teed Roofs tend to smother them and thereby prevent serious damage to other property.

This type of protection is appreciated by all property owners and particularly by those who are outside of the zone of adequate fire-fighting apparatus.

But Certain-teed Roofing is more than an aid in the prevention of fire. It also protects from rain or snow and is guaranteed for five, ten or fifteen years, according to weight.

It costs less to buy, less to lay and less to maintain than any other type of good roofing.

See a Certain-teed dealer about roofing. If he can't fill your entire order from stock, he can get what you want quickly from a nearby Certain-teed distributing center.

Certain-teed Products Corporation

General Offices, St. Louis

Offices and Warehouses in Principal Cities

Certain-teed

Certain-teed
Paint Products
HOUSE PAINT
448
448
Certain-teed Products Corporation

1 SQUARE HEAVY
Certain-teed
ROOFING
Certain-teed Products Corp

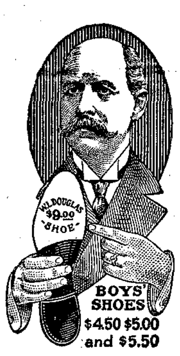
PAINT • VARNISH • ROOFING & RELATED • BUILDING • PRODUCTS

W. L. Douglas

THE SHOE THAT HOLDS ITS SHAPE

$7.00 $8.00 $9.00 & $10.00 SHOES
FOR MEN AND WOMEN

YOU CAN SAVE MONEY BY WEARING
W. L. DOUGLAS SHOES



THE best known shoes in the world. They are sold in 107 W. L. Douglas stores, direct from the factory to you at only one profit, which guarantees to you the best shoes that can be produced, at the lowest possible cost. W. L. Douglas name and the retail price are stamped on the bottom of all shoes before they leave the factory, which is your protection against unreasonable profits.

W. L. Douglas $9.00 and $10.00 shoes are absolutely the best shoe values for the money in this country. They are made of the best and finest leathers that money can buy. They combine quality, style, workmanship and wearing qualities equal to other makes selling at higher prices. They are the leaders in the fashion centers of America. The stamped price is W. L. Douglas personal guarantee that the shoes are always worth the price paid for them. The prices are the same everywhere; they cost no more in San Francisco than they do in New York.

W.L.DOUGLAS SHOES ARE MADE OF THE BEST AND FINEST LEATHERS MONEY CAN BUY.

W. L. Douglas shoes are made by the highest paid, skilled shoemakers, under the direction and supervision of experienced men, all working with an honest determination to make the best shoes for the price that money can buy.

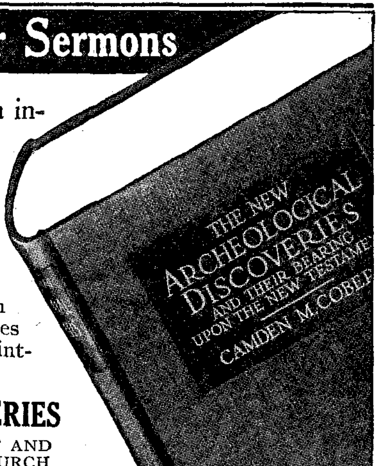
W. L. Douglas shoes are for sale by over 9000 shoe dealers besides our own stores. If your local dealer cannot supply you, take no other make. Order direct from factory. Send for booklet telling how to order shoes by mail, postage free.

CAUTION.—Insist on having W. L. Douglas shoes. The name and price is plainly stamped on *the sole.* Be careful to see that it has not been changed or mutilated.

W. L. Douglas
President
W. L. Douglas Shoe Co.,
161 Spark Street,
Brockton, Mass.

Thousands of Inspirations for Sermons

—up-to-date Sermons throbbing with human interest—Sermons which set forth invincible proofs, carry positive conviction, arouse the half-hearted, vanquish doubt, and win renewed and complete faith from the semi-cynic and the critic. This positively NEW and ONLY book of its kind will place in your hands over 700 large pages of the most remarkable and gripping literature bearing upon the Bible that has ever been published, together with 113 photographs of antiquities in the form of statues, papyri, instruments, tools, paintings, buildings, ruins, coins, inscriptions, etc.


THE NEW ARCHEOLOGICAL DISCOVERIES AND THEIR BEARING UPON THE NEW TESTAMENT
CAMDEN M. COBERN

THE NEW ARCHEOLOGICAL DISCOVERIES

AND THEIR BEARING UPON THE NEW TESTAMENT AND UPON THE LIFE AND TIMES OF THE PRIMITIVE CHURCH

By CAMDEN M. COBERN, D.D., Litt.D.; James M. Thoburn Chair of English Bible and Philosophy of Religion, Allegheny College; Honorary Secretary for Pennsylvania and Member of the General Executive Committee (American Branch) of the Egypt Exploration Fund, etc., etc. Introduction by Edouard Naville, D.C.L., LL.D., F.S.A.; Foreign Associate of the Institut de France; Professor of Archeology in the University of Geneva, Switzerland.

Do You Know That Thirteen New Sayings of Jesus Have Been Found in an Oasis in the Libyan Desert?
Recently Discovered MSS. Confirm the Historical Accuracy of the New Testament?
Thousands of Autographed Letters Written In and Before the First Century Are Now at Our Disposal?
The New Testament Was Written in the Language of the Common People?
A Wonderful New Manuscript of the Four Gospels with Fragments of *the Pauline Epistles was Recently Found by an American in Egypt?*
Excavations Recently Made Throw an Illuminating Light on the Cities Visited by St. Paul?
Suffragists, Millionaire Tax Dodgers, High Cost of Living, Shorthand, Elevators, Hot Air Heating, Grafting Politicians, Pipe Organs, Trusts and Trade Unions, "Preparedness," etc., were common *things in Apostolic times?*

Here is Meat for Hundreds of Sermons and Sermon Illustrations.

This is a scholarly pioneer work, without a competitor. *It has just been published.* It summarizes all discoveries of the past few decades in all lands, right up to the present, which have any important bearing upon the New Testament writings or the Primitive Church. It is withal a thrilling, readable Chronicle of intense human interest. Large Octavo, bound in cloth. Many illustrations; intensively and thoroughly indexed.

Only $1.00 Now Pin a $1.00 bill to this coupon and sign and send it. We will immediately send the book, carriage paid, for your approval. The full price is $3.16. Examine it for ten days and then send us $2.16 to pay the balance, or return the book, and in this event we will immediately refund all you have paid. You run positively NO Risk.

FUNK & WAGNALLS COMPANY, 354 Fourth Avenue, N. Y. City

Funk & Wagnalls Company, 354-360 Fourth Ave., New York

Gentlemen: Please send me one copy of **The New Archeological Discoveries.** I enclose $1.00. If not satisfied, I may return the book at your expense, within ten days, and you will refund the money paid. If I decide to keep the volume, I will send $2.16 within ten days, completing the purchase. (Price in full, $3.16 postpaid.) (L. D. 11-6-20)

Name..

Address..

Date..............................*State*....................

INVESTMENTS AND FINANCE
Continued

much as $50,000,000 of the issue was still outstanding, most of which is expected to come in from various sections of the country during the next few days. The prediction is made, however, that a small proportion of the issue, consisting of scattered holdings in out-of-the-way corners, will not make its appearance for months, while a few bonds may not be forwarded for redemption for years, if at all.

STATUS OF THE BOND MARKET

AFTER careful study, *Moody's Investor's Service* comes to the conclusion that the bond market, which has slumped since the war, is strong, and probably will go stronger. "underlying factors being even more satisfactory than the action of bond prices themselves." It is recalled that after the Civil War, there was a tremendous slump much like the recent one, and it was not until four years after the end of the conflict that a bull movement really began in bonds, "altho bond prices never went any lower than the levels of February, 1866." This authority on securities and investments calls attention to the better present-day organization of our finances, a fact which indicates a much quicker reaction. In fact, it is held "not inconsistent with precedent to look for the beginning of a real boom movement in bonds next year or even suppose that it may have already begun in a small way." The chief conclusions reached are stated as follows:

1. Interest-rates in New York City during September averaged about 8 per cent., as compared with 8⅓ per cent. for August; and this is the first decline in our monthly averages of interest-rates which has occurred since August and September, 1919. Indeed, it is the first significant decline which has occurred at all since the money market first tightened up in June, 1919; for the relaxation in August and September a year ago was plainly and assuredly temporary. As money becomes cheaper bonds, of course, should grow stronger.

2. Commodity prices are falling, and the decline has recently amounted almost to a slump. Basic raw and crude materials, which exercise a dominating influence upon finished goods and products, have already gone off enough to make it quite certain that the whole mass of goods and products will sell substantially lower early next year than it is selling now, and a great deal lower than it was selling a few months ago. These prices move, not in mass formation like a single unit, but rather in a long, thin column, one after another; and the decline is bound to continue until each raw or semi-finished material has pulled down its finished products in somewhat like proportion, and until each group of finished products has readjusted its prices in a measure to all the other groups taken as a whole.

3. To bondholders the point is that this fall in commodity and goods prices powerfully tends in two distinct ways to raise bond prices. First, it releases working capital from productive and commercial business to such an extent as to force interest-rates downward and make it more profitable to buy bonds than to lend

ney; and, secondly, the lower goods ›es go, the more the purchasing power of ıd incomes is increased. Otherwise rest, a decline in goods prices serves to rease both the intrinsic value of the ıds themselves and the investment ıand for them.

. The supply of new bonds, too, is ing off. New railroad bond issues for ›tember were only $2,926,000, against ,800,000 in May, and issues of new ustrial bonds were only $22,125,000, inst $64,059,200 in May. There has n a like decline in issues of notes. This rease in the supply of new securities ds to enhance the prices of the old; and decrease itself promises to continue ause the time has now come when the ›k market regards a new bond or note e as a bear point on the stock of the ›n company.

. Then, too, the wasteful flow of capital › new speculative enterprises of doubtful ›ility is rapidly diminishing and a por- ı of the capital thus saved is bound to l its way into the bond market. New ›rporations in August were only $941,- ,000, against $2,280,500,000 in Janu- . This decrease also promises to go vard, because the price inflation that ıced the rapid multiplication of new cerns is now diminishing.

. Commercial failures are running about r times as heavy as they were in Janu- , and this, strangely enough, is bound ıelp the bond market, not only through xing safe investments relatively more ·active than they were in comparison ı risky trade enterprises, but also by ıulating thrift and curtailing extrava- ce. Heavy failures always induce such tion among business men that they feel garnering in their receivables and in- ting the funds with a view to safety of ıcipal.

. This drift of public sentiment away n speculative investments and enter- ›es is hastened by the decline in indus- l stocks. Twenty representative in- trials fell from 119⅝ last November to late in September, 1920, and they look attractive to the public at lower prices n they did at the higher. In the umn of 1919 the public was so sure that ımodity and goods prices would never ıe down that investors were buying culative common industrials at the top ›es upon the theory that their great :-earning power would prove to be manent. Now that this illusion is dis- led, these same investors are willing to 7 a premium for safety of principal.

.ooking at some of the evidences behind se conclusions, Mr. Moody's statisti- ns cite some interesting figures showing ı trend in interest-rates—the average nthly New York interest-rates for call l time money, commercial paper, and ›eptances taken as a whole; an average railroad and industrial bond prices; ›rage prices of twenty industrial stocks; l *Bradstreet's* index-number. These fig- ›s are given as follows:

	Interest-Rates Per Cent.	*Bond Prices Per Cent.*	*Industrial Stocks Per Cent.*	*Commodity] Prices Per Cent.*
'ember, 1919......	6.68	70.838	119.62	19.9026
ember, 1919......	6.88	69.477	107.97	20.1756
ıary, 1920........	7.42	70.507	109.88	20.3638
ruary, 1920.......	7.92	68.502	103.01	20.8690
·ch, 1920.........	7.94	68.522	104.17	20.7950
il, 1920..........	7.91	66.426	105.65	20.7124
y, 1920...........	7.72	64.212	94.75	20.7341
e, 1920...........	8.14	64.310	93.20	19.8752
7, 1920...........	8.16	64.215	94.51	19.3528
;ust, 1920........	8.34	65.809	87.22	18.8273
tember, 1920......	8.00	66.831	84.00	17.9746

Stadium Clothes
HELP BUILD PERSONALITY

Put Your Faith In
The STADIUM Dealer

There is a STADIUM dealer nearly everywhere and his slogan is "Courtesy and Fit-Service."

Big or little in a financial sense, old or newly established, he is a *progressive*—and his ideals make for your benefit.

He knows that by giving you better Service and more satisfactory merchandise than you can obtain elsewhere he will win you for a *customer*.

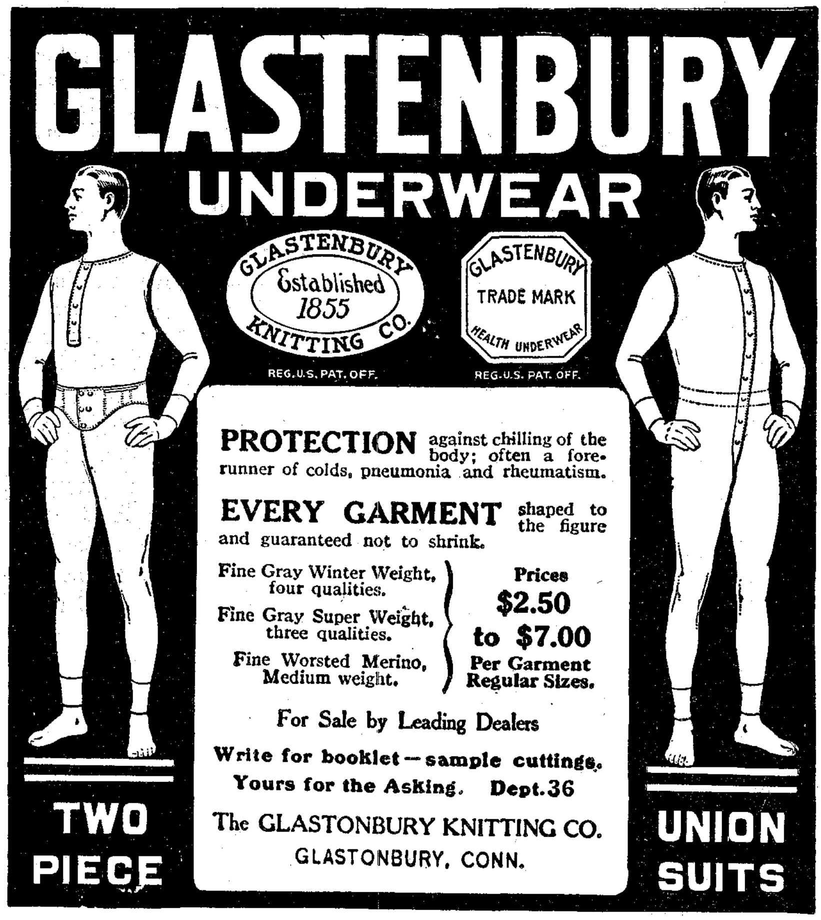
For that reason he sells STADIUM Clothes! He has investigated and convinced himself that STADIUM Clothes hold for you all the values that other clothes can hold and definite values in fit, style and good taste which no other clothes can offer.

If you do not know the STADIUM dealer in your vicinity, by all means let us send you his name and copy of our brochure "STADIUM Standards for Autumn and Winter, 1920-21."

ONE-PIECE COLLAR LINING
Super-Fit
Collars and Shoulders
Hold Their Set in Every Position

WOODHULL, GOODALE & BULL, Inc.
Makers of Stadium Clothes
Syracuse, N.Y.

Made of
Twilwear
ALL-WOOL FABRIC
Guaranteed to Give Good Wear and Satisfaction


GLASTENBURY
UNDERWEAR

GLASTENBURY KNITTING CO.
Established 1855
REG. U.S. PAT. OFF.

GLASTENBURY TRADE MARK HEALTH UNDERWEAR
REG. U.S. PAT. OFF.

PROTECTION against chilling of the body; often a forerunner of colds, pneumonia and rheumatism.

EVERY GARMENT shaped to the figure and guaranteed not to shrink.

Fine Gray Winter Weight, four qualities.
Fine Gray Super Weight, three qualities.
Fine Worsted Merino, Medium weight.

Prices
$2.50
to $7.00
Per Garment
Regular Sizes.

For Sale by Leading Dealers

Write for booklet—sample cuttings.
Yours for the Asking. Dept. 36

The GLASTONBURY KNITTING CO.
GLASTONBURY, CONN.

TWO PIECE

UNION SUITS

COOK'S TRAVEL SERVICE

TROPICAL CRUISES DE LUXE
embracing CUBA, the gem of the Caribbean, resplendent JAMAICA, wonderful PANAMA, the CANAL ZONE, and picturesque COSTA RICA, will sail from New York on palatial steamers of the GREAT WHITE FLEET

Jan. 29—by s. s. "Calamares"
Mar. 12—by s. s. "Ulua"

CALIFORNIA—Select escorted Tours at frequent intervals during Winter and Spring. Itineraries include GRAND CANYON, APACHE TRAIL, CALIFORNIA COAST RESORTS, etc.

FAR EAST—Most attractive Spring Tours embodying HONOLULU, JAPAN, MANCHURIA, KOREA, NORTH CHINA, MIDDLE CHINA, SOUTH CHINA, PHILIPPINES, etc., leave Pacific Coast Jan. 24; Feb. 5, 19; March 5, 16; April 2.

Other Tours, escorted and individual, to
SOUTH AMERICA ANTIPODES
BERMUDA EUROPE, etc.

Booklets and full information on request.

THOS. COOK & SON
New York Boston Philadelphia Chicago
San Francisco Los Angeles Montreal Toronto

10¢ Buys 100 Engel "Art Corners"
Millions Billions in use to-day
NO PASTE NEEDED
Use them to mount all kodak pictures, post cards, clippings in albums
Made in Square, Round, Oval, Fancy and Heart of black, gray, sepia, and red gummed paper. Slip them on corners of pictures, then wet and stick. QUICK-EASY-ARTISTIC. No muss, no fuss. At photo supply, drug and stat'y stores. Accept no substitutes; there is nothing as good. 10c brings full pkg. and samples from Engel Mfg. Co. Dept. 46L, 1456 Leland Ave., CHICAGO

Make Money on a Florida Farm

PRODUCTIVE SOIL along the Seaboard. Healthy, mild climate. Crops marketed each month. Vegetables, oranges and grapefruit often net $500 to $2000 per acre. General and livestock farming is highly profitable. Write

J. M. JONES, General Development Agent,
Seaboard Air Line, Room 400 Royster Bldg., Norfolk, Va.

SINCE their formation in 1840, the Cunard Company have accumulated an experience in steamship design, equipment and management, which today has resulted in an assurance to the voyager of a sense of ease and enjoyment undreamt of even a generation ago.

A voyage which was once considered quite an undertaking and by many feared, is now merely a few days' sojourn in a floating palace where everything contributes to the enjoyment of a refined existence.

The knowledge, the pleasure, the profit, the broadening of sympathies and the strengthening of human ties derived from travel make the Cunard Line Services a *distinct* contribution in the onward march of modern progress.

CUNARD-ANCHOR

THE FASTEST PASSENGER STEAMERS
FREIGHT SERVICES TO ALL PARTS OF EUROPE
Schedules on Application
21-24 State Street, New York City
or Branches and Agencies

INVESTMENTS AND FINANCE
Continued

Another interesting set of figures throwing light on the bond market shows new incorporations and security issues in the Eastern States and commercial failures as indicated by *Bradstreet's* and *Dun's* averages:

	New Issues	*New Incorporations*	*Commercial Failures*
January, 1920	$338,415,100	$2,280,460,600	$8,352,400
February, 1920	202,528,500	1,158,861,000	11,005,400
March, 1920	275,771,300	1,375,797,000	12,150,000
April, 1920	471,725,600	1,354,262,400	16,196,700
May, 1920	245,353,200	1,417,613,900	12,218,700
June, 1920	266,384,200	1,323,221,400	32,514,400
July, 1920	240,892,900	1,260,418,600	31,635,600
August, 1920	168,135,700	941,288,300	27,287,300
September, 1920	145,022,500	....	....

The present bond market is compared with the market after the Civil War in several interesting paragraphs which have been summarized above, but the following sentences contain figures of interest:

> Within the memory of the present generation of investors bond prices prior to the recent slump recorded their lowest level in August, 1893. The bond market as represented by active issues, regardless of class, went up from 71½ in August, 1893, to 99½ in April, 1902; broke to 86 in October, 1903; recovered to 99⅛ in September, 1905; fell to 81 in November, 1907; recovered to 94¼ in May, 1909; declined to 79¾ in November, 1914; rallied to $85\frac{5}{16}$ in November, 1916; declined to 72¾ in November, 1917; rallied to 77⅜ in November, 1918; and declined to the foregoing 64.212 in May the present year.
>
> For comparison's sake, it is interesting to observe how the Civil War bond market acted. Some averages which we made up two years ago declined from 92.72 in July, 1860, to 86.12 in September, 1861; rallied to a high record of 119.53 in July, 1864; and stood at 96.93 in April, 1865, which was the month when the war ended. Then this average declined to 93.88 in February, 1866; rallied to 100.11 in September the same year; declined to 96 in May, 1867; rallied to 100.57 in June, 1868; declined to 94.75 in December, 1869, and then gradually rose to 103.69 in March, 1872, which was the top of the reconstruction bull movement in bonds at that time.

ENCOURAGING THE SMALL DEPOSITOR

BANKS are extending a welcoming hand to the small depositor, who before the war was generally regarded as of slight importance. During the war, however, his investment in various war-loans and bonds awakened financial institutions to his possibilities, and recent competition for small savings has stirred many older institutions to self-examination, says *Financial America* (New York). In the inquiry conducted by the New York Savings-Bank Association into the grievances of depositors it was found that it was not always made convenient and pleasant for the small depositor when he entered a bank. We are told, for instance, that—

> An Italian who had withdrawn his money from a savings-bank said: "I felt like a crook every time I went there."
> Nevertheless, in spite of accumulat
> instances of indifference, discourtesy, a
> 'suspicious looks,' he kept his account
> this bank seven years. When he need
> money, he found the impediments so n
> merous that he used "to go and borr
> *money from friends instead of getting* son
> of my own." During rush hours this ba
> never opened an extra window. Then
> deposited his money in another ban
> where he was taken into the private offi
> of the assistant secretary, who sho
> hands with him and talked with him wh
> the formalities of opening an account we
> observed. "I felt like a man," he said.
>
> Nearly all foreign-speaking deposito
> complained of the lack of clerks and oth
> assistants able to speak foreign languag
> Indifference and lack of cordiality on t
> part of clerks and minor officers find mo
> frequent objection. Of course, good w
> was not created toward such banks, and
> is reasonable to expect that deposito
> who have experienced coldness while doi
> business in their savings-bank will conclu
> that all other savings-banks are equally i
> different toward customers. The ma
> suffer for the acts of the few.
>
> On the other hand, some of the deposito
> disclosed the mistaken impression that
> mutual savings-bank uses deposits to ma
> profit for the bank, its officers and truste
> Others lacked appreciation of legal
> strictions and limitations to protect
> positors which to them seem unnecessa
> *impediments to the rapid handling of ba*
> business.

Building associations are mutual
stitutions much like the savings-ban
They are usually smaller in their circle
operations and consequently have f
salaried employees. The subscribers us
ally get into personal touch with the offic
and directors, who are their neighbo
on the monthly meeting night when pa
ments are made. The depositors p
ticipate in the annual election.

There is more democracy in the buildi
association's methods. It is in clo
touch with its members than the savin
bank. The progressive banker can lea
something from this source in dealing w
the small depositor and the foreign
Their money is a useful addition to t
bank's resources at a time when credit
more eagerly sought than in any rec
years. The bank that is able to reach t
small depositor to stimulate his insti
of thrift and to put his savings to work
the credit system renders a service to t
community and to America.

The small depositor was neglected
years until the war and its bond iss
stirred our financiers. Their effort yield
a success that astonished them. There
time now to pursue that advantage
the betterment of the American people.
is gratifying to find the small investm
is now a subject of intensive study a
effort in many cities. The bankers w
are giving their serious thought to t
useful work deserve the respect of th
fellow men.

Delayed Fame.—"Well, professor,"
quired the young musician, "how do
compositions please you?"

"Why, I think," responded the
man, "that they may perhaps be play
when Mozart, Haydn, Mendelssohn, a
Meyerbeer have been forgotten."

"Really?" exclaimed the young mu
cian in ecstasy.

"Certainly, but not till then,"
marked the other.—*The Argonaut* (S
Francisco.

Exide
BATTERIES

The First Automobile Starting Battery

Not so long ago all automobiles were cranked by hand. The year 1911 saw the first car regularly furnished with electric starting and lighting equipment. *It had an Exide Battery.* Every car of this make since then, and hundreds of thousands of other automobiles, have placed their reliance in Exide Batteries.

"Ancient history" is of interest only as it bears on the present day. The first starting and lighting battery was made possible through the experience of the manufacturers of Exide in building batteries for every purpose since the birth of the storage battery. So today, the experience and resources of the oldest and largest manufacturers of batteries in the world make possible an Exide for your car that will surprise you by its long life and care-free service.

THE ELECTRIC STORAGE BATTERY COMPANY

Service Stations Everywhere PHILADELPHIA Branches in 17 Cities

Special Canadian Representatives: Chas. E. Goad Engineering Co., Limited, Toronto and Montreal

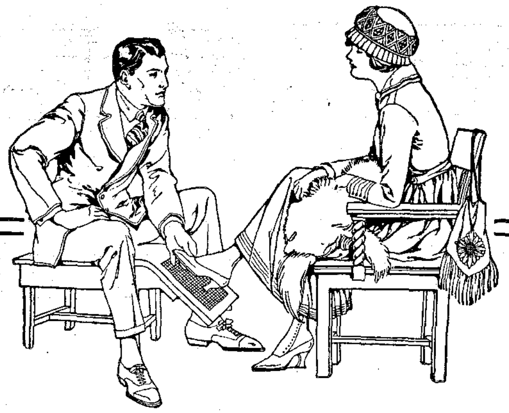
LOOK FOR THIS SIGN

BATTERY Exide SERVICE

No matter what make of battery you have, if it needs attention it will be given unprejudiced, expert attention at the nearest Exide Service Station, and will be made to last as long as possible, until you are ready to replace it with an Exide—*the long-life battery.* There is an Exide Service Station near you.

Exide
Battery

Oldest and largest manufacturers in the world of storage batteries for every purpose



© B & B 1920

Confess a Corn

and millions can now tell you how to end it

Corns are not one-half so common as they used to be because millions now use Blue-jay. Some use the plaster, some the liquid. Either form is applied in a jiffy—by a touch. Then the pain stops—the corn is forgotten. In a little time it loosens and comes out

This is the scientific method—the modern way of dealing with a corn. It is supplanting old-time methods which are harsh and incorrect.

It is produced in a laboratory whose surgical dressings have a world-wide fame.

With the dainty shoes of nowadays, corns can hardly be prevented. But the pain can be stopped and the corn can be quickly removed. The suffering can all be avoided.

Prove that to-night. Try Blue-jay on one corn. Then you will know, as millions do, that nursing corns is folly.

B&B Blue=jay
Plaster or Liquid
The Scientific Corn Ender
BAUER & BLACK Chicago New York Toronto
Makers of Sterile Surgical Dressings and Allied Products

Cut Your Wood by Power

Clear your timber land and saw up logs and branches the new way!

The OTTAWA is a powerful, guaranteed, one-man machine that takes all the backache and most of the expense out of timber work. Costs much less than you ordinarily pay for farm machinery. Quickly solves the serious Coal Shortage problem for any individual or community. Cuts down 35 to 50 trees a day and turns the trunks and branches into fire wood, any size desired, at the rate of 35 to 50 cords a day. Cuts fence posts, stave bolts, shingle timber, ice, etc. When not sawing, engine runs belt machinery, giving you a dependable, all-around power plant. A great work-saver and money-maker. Write today for FREE descriptive literature and low introductory price.

Friction Clutch, lever controlled, lets you start and stop saw while the engine runs on. Saves time and provides safety in moving outfit from log to log and from cut to cut along the log. No dangerous swishing of saw blade in the air.

Sold on Liberal 10-Year Guarantee

OTTAWA LOG SAW
Cuts Down Trees—Saws Logs By Power

Shipped on 30 Days Trial

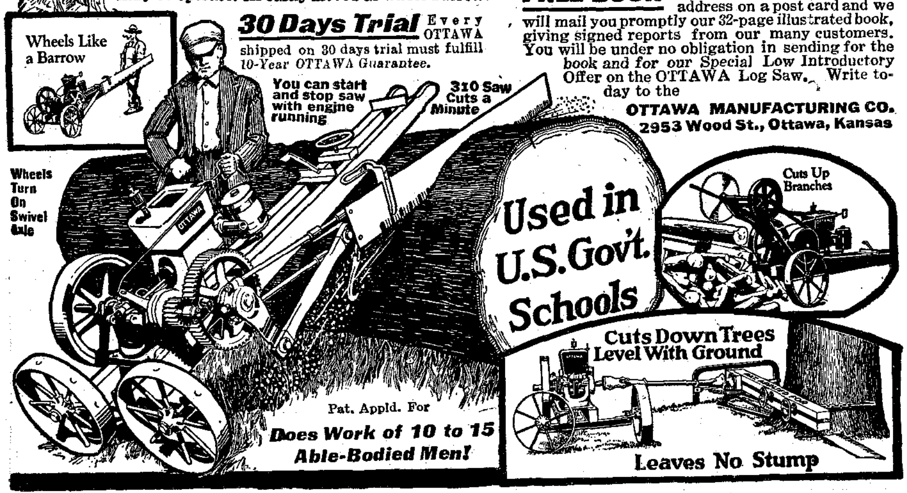
Pulls Over 4 H-P. Makes 310 saw cuts a minute. Direct gear drives saw—no chains to tighten; no keys; no set screws. 4-Cycle Frost Proof Engine with balanced crank shaft. Oscillating Magneto Ignition, no batteries ever needed. Automatic Governor with Speed Regulator. Uses little fuel. Easy to operate. As easily moved as wheel-barrow.

Cash or Easy Payments Get our easy payment plans of purchase and find out how easy it is to own an OTTAWA Log Saw. It will soon pay for itself. Any man with logs to cut cannot afford to be without this One-Man Outfit. You can soon own an OTTAWA under our wonderful selling plan.

FREE BOOK Just send your name and address on a post card and we will mail you promptly our 32-page illustrated book, giving signed reports from our many customers. You will be under no obligation in sending for the book and for our Special Low Introductory Offer on the OTTAWA Log Saw. Write today to the

OTTAWA MANUFACTURING CO.
2953 Wood St., Ottawa, Kansas

30 Days Trial Every OTTAWA shipped on 30 days trial must fulfill 10-Year OTTAWA Guarantee.


Wheels Like a Barrow
Wheels Turn On Swivel Axle
You can start and stop saw with engine running
310 Saw Cuts a Minute
OTTAWA
Used in U.S. Gov't. Schools
Cuts Up Branches
Cuts Down Trees Level With Ground
Leaves No Stump
Pat. Appld. For
Does Work of 10 to 15 Able-Bodied Men!

CURRENT EVENTS

AFFAIRS IN RUSSIA AND POLAND

October 20.—Severe fighting continue along the Dnieper at the northeaster front, says a report from Sebastopol Trotzky is said to be bringing up te divisions of Communist forces t stiffen the Bolshevik line.

A report reaching Paris says that Genera Budenny, former Soviet cavalry leader but now fighting against the Bolsheviki has effected a junction with the Ukrai nian insurgents.

October 21.—The Russian Soviet repre sentative at Tiflis issues an ultimatu to Armenia, demanding permission t transport troops through Armenia The ultimatum also demanded tha Armenia break with the Allies.

October 22.—General Wrangel's force drive the Soviet troops back at th Dnieper River, where the latter hav been attempting to pursue the Sout Russians, following recent Bolshevi successes in that region, it is reporte from Sebastopol.

October 23.—A report received in Vienn says the Bolsheviki have concluded a armistice with General Petlura, leade of the Ukrainian forces.

General Petlura's forces have capture Winnitze, the principal industrial tow of Podolia, from the "Reds" after ten-day struggle, says a report reachin London.

October 24.—Official advices reachin Washington say that the Bolshevi breakdown is rapidly continuing i Russia. The movement of decentrali zation which began in the breaking awa of the Baltic, the Caucasian, an Siberian states has begun afresh withi the territory ruled by the Soviets, it i said. In Russian Turkestan province only loosely knit together are no said to be declaring their independence

October 26.—A report from Buchares tells of a new revolution in the regio of Odessa. In the vicinity of Balta th revolutionists are said to be operating i conjunction with Ukrainian nationalists

Two torpedo-boats at Cronstadt ar reported to have been blown up b rioters, according to Helsingfors ad vices. It is further alleged that th Bolsheviki have employed "Chines mercenaries" to put down street-fighting at Petrograd and Cronstadt.

General Wrangel is reported to hav taken 15,000 Bolshevik prisoners, man guns, and much war-material recently according to a report from Sebastopol His army is said to be facing with hig courage the Bolshevik offensive nort of Crimea which is expected any date.

The all-Russian Soviet ratifies the pre liminary peace treaty between Polan and Bolshevik Russia, according to dispatch from Moscow reaching London

FOREIGN

October 20.—The British Governmen wins a victory on the Irish issue i Parliament when a motion to have a impartial commission inquire into th police reprisals in Ireland is defeated The House supports the contention tha a commission of inquiry would lead t greater ills than exist at present an would weaken confidence in the polic and their prestige in Ireland.

Following the arrest of many anarchists the Italian Government issues order against the distribution of anarchis publications, says a report from Milan

Reports from Madrid hint that a Bolshevik plot for the formation of a Soviet Government in Portugal have been discovered, the efforts of the revolutionary leaders as a result of this discovery being rendered futile.

It is reported from Paris that the French Government is faced with a serious political difficulty over the question of the length of compulsory military service. A large majority of the public, as well as many distinguished soldiers, oppose a two-year period of service.

October 21.—Representatives of British railway men, and transport workers hand a notice to Premier Lloyd George that unless a settlement of the strike is reached within forty-eight hours they will join the coal-miners in a nation-wide general strike. This action on the part of the two allied unions was taken contrary to the advice of their leaders, it is said.

Late returns on British Columbia's referendum on prohibition indicate that the proposition for government control of the sale of liquor in that province received a majority of at least 25,000 over the present prohibition law.

The nation-wide police campaign against anarchists continues in Italy despite the fact that it has raised rumors of an impending ministerial crisis, says a report from Milan. Raids of anarchists' rooms have been made in Naples and also in Florence, and many anarchists have been arrested and their literature seized.

A decree is being prepared by the King of Italy allowing the occupation of uncultivated or insufficiently cultivated lands by peasants.

ctober 22.—The Home Secretary of Great Britain gives notice in the House of Commons of the presentation of a bill to revive the war-time emergency regulations, giving the Government wide powers for the protection of the community in the case of strike disorders.

Proceedings of the Council of the League of Nations in session at Brussels are obstructed by differences of opinion over the jurisdiction of the proposed International Court of Justice. The Scandinavian countries object to the proposal that the Court is to have jurisdiction in any case in which one party to the dispute appeals to it, the Scandinavians asserting that this goes further than the Covenant of the League of Nations itself.

ctober 23.—Leaders of the British Miners' Federation accept an invitation from Premier Lloyd George to meet representatives of the Government in a conference, to seek a basis for settlement of the strike.

It is reported from London that the cost to Great Britain of this week's idleness in the mines is almost as great as the profits for six months from the increase in the price of coal to the consumers. The miners have lost in wages a sum five times as large as the increase they would receive for a week under the scale they are demanding.

ctober 24.—Indisputable evidence, it is said, has reached both the Spanish and Portuguese authorities that the origin of the recent railroad strike in Portugal was an attempt by the Bolshevik elements to seize power. Early discovery of the plot enabled the Portuguese Government to take timely measures to prevent a spread of the movement.

The Free State Nationalist Congress in session at Cape Town adopts resolutions proclaiming the right of the people of the Union of South Africa to secede

SOFT FELT
ASBESTOS
NON CRACKABLE IMITATION LEATHER
ASBESTOS
FROST KING
TRADE MARK
REGISTERED
U.S. PAT. OFF.
LINED
This label on all genuine "Frost Kings"

Radiator and Engine Covers

The Genuine Frost King is built on strictly scientific principles with genuine ASBESTOS center, soft, warm, felt lining, and high-grade water-proof non-crackable imitation leather covering.

Made for all standard cars and trucks, and in special colors to match finishes.

Genuine Frost Kings keep engines warm while standing at the curb many hours in zero weather. They protect the polish of your hood, make anti-freezing mixtures unnecessary, save gas, make starting easy, prevent costly repairs.

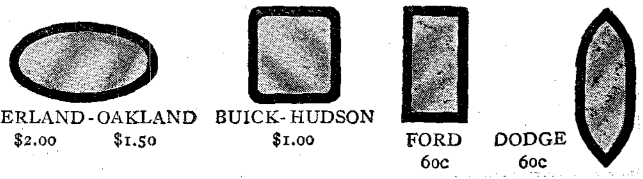
Prices $3.75, $4.50, $7.50, $12.00, $15.50 up. See your dealer or write us

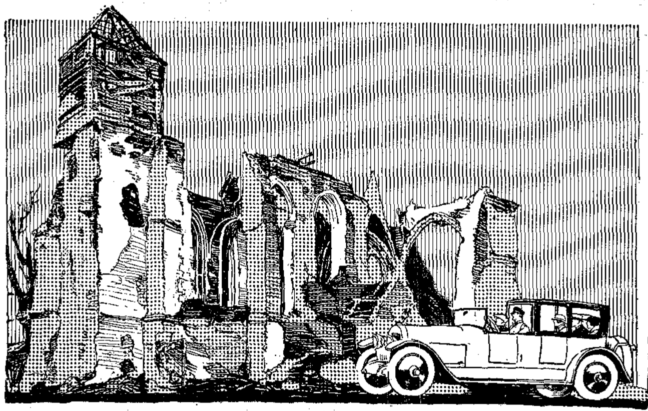
The Cincinnati Auto Specialty Company
311 Main Street, Cincinnati, Ohio, U. S. A.

MAKERS OF THE FAMOUS STIK-TITE WINDOWS AND ROOF PATCHES

Stik-Tite windows provide the quick and easy way to replace your broken back window without removing curtain. Made for all popular cars.

DEALERS: Nearly 2,000,000 new cars will need Frost Kings this fall. Order popular numbers now.





MICHELIN GUIDES
to the Battlefields of Europe

The poppied fields of the Marne, the little toy villages, crumbling and broken out there along the Aisne, the gray splintered woods of the Argonne—all living relics of those never-to-be-forgotten days.

Keep those wonderful pictures forever fresh in "your" soldier's memory through these remarkable detailed descriptions of the great struggle.

Beautifully illustrated, well printed and substantially bound these books will be invaluable to the ex-soldier in years to come. Order them today.

BOOKS NOW READY
(*English Edition*)

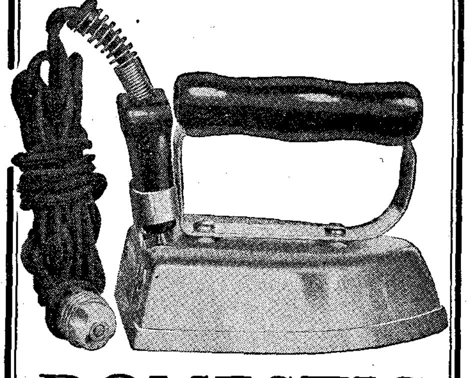
The First Battle of the Marne	$1.50
Amiens	.50
Soissons	.50
Lille	.50
Verdun	1.00
Rheims	1.00
Ypres	1.00

The Americans in the Great War

Vol. 1—The Second Battle of the Marne	$1.00
Vol. 2—The Battle of St. Mihiel	1.00
Vol. 3—Meuse and Argonne Battlefields	1.00

Published by Michelin & Cie., Clermont-Ferrand, France
Inquiries from auto and tire trade should be sent to Guide Dept. of
MICHELIN TIRE CO., MILLTOWN, N. J.
Address all other inquiries to
WAR RECORDS PUBLISHING CO., 50 UNION SQUARE, N. Y.
DISTRIBUTORS MICHELIN GUIDES

The Electric Iron for the Woman Who Discriminates



DOMESTIC

ELECTRIC IRON

THE worth of any household equipment depends entirely upon its efficiency. Beauty may help sell it, but only satisfactory service maintains its popularity and usefulness in the home.

Beauty in an electric iron is desirable, but more than beauty is needed to make it work well and wear well. The discriminating woman selects an iron for what it will do—not for its looks alone. It takes the common sense iron to give consistent ironing service—the iron sensibly designed, correctly balanced, built throughout with good, honest materials and workmanship.

That's the Domestic Iron—it's goodness all through. Get right into its heart—there's nothing to hide. Inside and out the same honest materials and honest workmanship—the things that go to make what you want in an electric iron—a serviceable product that thoroughly satisfies.

Eight Years of Success on Merit

Domestic efficiency is so pronounced that in eight years more than a quarter of a million discriminating American women have added it to their laundry equipment without a word of national advertising. The unqualified merit of the iron has made this exceptional record.

Domestic heat distribution is correct—ironing surface smooth as glass—sheer, dainty garments or heavy, wet pieces handled with equal satisfaction. Shaped just right, balanced just right, irons just right.

Domestic beauty equals its efficiency—its form is graceful, its finish exquisite. Beautifully polished, triple nickel plated. Its mirror-like surface gliding quickly and easily over the work delights the eye.

The Domestic is the iron for your home. Combines quality, attractiveness, efficiency. Manufactured by a company with a 30-year reputation for quality products.

At Hardware Dealers Most Everywhere

Domestic quality suffers none in comparison with other high-grade goods carried by the hardware dealer. That's why thousands all over the country sell the Domestic. Your dealer should have it, or we send one prepaid anywhere in the United States for eight dollars.

Chicago Flexible Shaft Company

Dept. LD4, 5600 Roosevelt Road, Chicago

CURRENT EVENTS
Continued

from Great Britain or break any existing bond with Great Britain, and expressing opposition to a closer imperial union.

According to evidence discovered in Rome, the Nationalists had formed a plot for the overthrow of the Government on November 4, the anniversary of the second battle of the Piave. It involved the deposition of King Emmanuel and the elevation of the Duke of Aosta to the throne. In the event of the failure of this plan a republic was to be proclaimed. The plot, it is said, grew out of the determination of the Nationalists to prevent a settlement of the Fiume dispute.

October 25.—King Alexander of Greece dies of wounds suffered in an attack by a pet monkey early in October. Prince Paul, a younger brother of King Alexander, is expected to succeed to the throne.

Terence MacSwiney, Lord Mayor of Cork, dies in Brixton Prison, London, after a seventy-four days' hunger strike.

The Armenians defeat the Turk Nationalists at the foot of Mount Ararat, according to advices from Constantinople.

October 26.—The Council of the League of Nations in session at Brussels approves the plan for a permanent Court of International Justice as adopted by the Hague committee of jurists, with the exception of the provision for obligatory jurisdiction and some minor matters. The plan adopted provides for the continuation of the present permanent Court of Arbitral Justice and for the establishment of an International Court of Justice. The permanent Court of Arbitral Justice is to arbitrate disputes between nations and the Permanent Court of International Justice is to adjudicate cases between governments where questions of a strictly legal nature are concerned.

It is officially announced at Athens that the throne of Greece, made vacant by the death of King Alexander, will be offered to Prince Paul, third son of former King Constantine.

DOMESTIC

October 20.—Secretary of the Treasury Houston, in an address before the American Bankers' Association at Washington, estimates that $4,000,000,000 will be required to meet the expenses of the Government in the next fiscal year.

Federal judges in New York have agreed to impose jail sentences upon all who have violated the prohibition law since June 8. This is in harmony with the policy that has been adopted to deal more severely with violators.

According to a statement issued by the United States Treasury, payments made to the railroads by the Government under the Transportation Act so far total $289,910,299. Most of this sum was paid to the roads as advances due under the guaranty provisions of the act.

Herbert Hoover in a hearing before the International Joint Commission expresses himself in favor of the proposed deep-sea waterway from the Great Lakes through the St. Lawrence River, to facilitate American exports, particularly wheat.

The four army airplanes which set out from Mineola, Long Island, July 15, for Nome, Alaska, land at Mitchel Field, near Mineola, after completing the round trip by air. Each half of the

BUXTON

KEY KASE

Saves Your Pockets

Fits vest or hip pocket, or lady's handbag, without bulging. Each hook holds two keys. All leathers. Dealers wanted.

L. A: W. Novelty Co.
Dept. R
Springfield, Mass.

In Canada:
Rowland & Campbell, Ltd.
Winnipeg

35¢ To $2.75

At DEALERS

Comfort Your Skin With Cuticura Soap and Fragrant Talcum

Soap, Ointment, Talcum, 25c. everywhere. Samples free of Cuticura Laboratories, Dept. 7, Malden, Mass.

DON'T LOSE YOUR RIGHTS TO PATEN PROTECTIO

Before disclosing your invention to anyone send for blank for "EVIDENCE OF CONCEPTION" to be signed and witnessed *Form and information concerning patents free.*

LANCASTER & ALLWINE, 208 Ouray Building, Washington, D. C

Originators of the form "Evidence of Conception"

INSYDE TYRES

Inner Armor for auto tires. Prevent punctures and *blowouts.* Double mileage. *Easily applied.* Cost little. Details free. Agents wanted. Big profits. American Accessories Co, Dept, [illegible], Cincinnati, O.

HEART TROUBLES
Their Prevention and Relief

Here is an informing and authoritative discussion of this very important subject, written in an easy popular style and avoiding the use of obscure and confusing technical terms. It is by the well-known authority in this field,

Louis Faugères Bishop, M.D.,
Professor of Diseases of the Heart and Circulation, Fordham University; President of the Good Samaritan Dispensary and Physician to Lincoln Hospital, New York, etc.

Intended primarily for sufferers from heart affections, for their near relatives and friends, and especially for the nurses in charge of such cases, it describes the various types of heart ailments in a most lucid manner and tells exactly what should be done in each case, the mode of life best suited to the trouble, the most beneficial diet, etc.

This book is highly recommended to physicians, who can obtain much valuable information from it.

Crown 8vo. Illustrated by photographs and diagrams.
$3.50 net; by mail, $3.62

Funk & Wagnalls Company, 354-360 Fourth Ave., New York

A Working Gramma of the English Languag

by James C. Fernald, L.H.D. English grammar presented *so concisely, simply, accessibly, that it is* of constant value to every one who needs practical information. Cloth, $1.50; by mail, $1.62.
FUNK & WAGNALLS COMPANY, Dept, 74, New York

How Beautiful Lace is Made

DO YOU KNOW HOW LACE IS MADE? From frilly little ruffles, so dear to the feminine heart, to rich flowing curtains, stately table covers, and delicate bed spreads, it is all explained for you in this fascinating book. *Full of rich half-tone illustrations of* lace creations so charming and delicate your fingers will *itch to touch them.*

BOBBINS OF BELGIUM

By CHARLOTTE KELLOGG

Of the Commission for Relief in Belgium
Author of "Women of Belgium"

A delightful book covering the methods used in making lace by thousands of women and children in Belgium—one of the foremost lace centers of the world—and giving an enlightening survey of the trying conditions under which some exceptionally delicate varieties have to be made. It also tells in a very human and appealing manner of the suffering and hardships endured by the little lace makers of Belgium during the war.

8vo, Cloth, Ornamental Cover Design.
$2.00 net; by mail $2.12

FUNK & WAGNALLS COMPANY
354-360 Fourth Avenue New York

The
inishing
Touch

Orienta Pearls

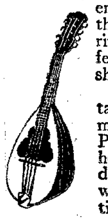
Lustrous, beautiful, perfectly matched, Orienta Pearls give an added distinction to the daintiest of costumes.

If you enjoy seeing beautiful things, ask your Jeweler to show you a string of Orientas.

$12.50 to $250 the string.

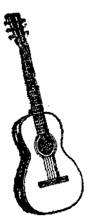
Leys, Christie & Co.
67 Nassau St., New York

Insist on a Washburn
Mandolin, Guitar, Banjo



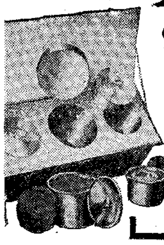
For thirty-five years the acknowledged world leaders of plectrum instruments, they continue to stand unrivaled in tone quality, perfection of scale, workmanship and durability.

Washburn mandolins, guitars and banjos are sold by more than 5000 dealers. Practically every leading house sells them, but if your dealer cannot serve you, write to us for full information and prices.



YON & HEALY, Chicago
62-93 Jackson Boulevard

Me Quote You a Special Price
On My Rapid Fireless Cooker



Cook every meal on it. If you are not satisfied and delighted I will refund every cent. Get my

Special Low Factory Price

direct to you. Cooker is aluminum lined throughout. Full set of famous "Wear Ever" aluminum cooking utensils comes with it. Ask for free book of valuable recipes.

WILLIAM CAMPBELL CO.
Dept. 30 Detroit, Mich.

OHN
Refrigerators
Dealers everywhere
ST. PAUL, MINN.

VENTORS Who desire to secure patent should write for our guide book "HOW ET YOUR PATENT." Send model or sketch and iption of your invention and we will give opinion of its atable nature.
DOLPH & CO., Dept. 171, Washington, D. C.

TENTS. Write for Free Guide Book and EVIDENCE OF CONCEP- N BLANK. Send model or sketch of invention ur free opinion of its patentable nature.
or J. Evans & Co., 759 Ninth, Washington, D. C.

Doesn't Miss a Single Rat

Vhen you use "Rough On Rats" you use the surest ethod of exterminating this dangerous, destructive pest. Rough on Rats" gets them all in two or three nights. Iix it with one food the first night; change the kind of od the next night; use an entirely different food the ird night. No more rats after that. Occasional use of Rough On Rats" *keeps* them away. Druggists and eneral stores sell "Rough On Rats". Send for our ooklet, "Ending Rats and Mice". Mailed free to you.

E. S. WELLS, Chemist
Jersey City, N. J.

DONT DIE IN THE HOUSE

OUGH ON RATS

CURRENT EVENTS
Continued

9,000-mile trip required fifty-six flying-hours.

According to the Department of Labor's monthly report the decline in the retail price of food during September was 2 per cent. The decline in retail prices, however, did not keep pace with the drop in wholesale quotations, the latter being placed at 5 per cent.

October 21.—A group of Southern bankers at the Forty-sixth Annual Convention of the American Bankers' Association in Washington, launch a project for forming a financing corporation with a nominal capital of $12,000,000 and a paid-in capital of $6,000,000, to furnish credit to farmers in order to facilitate the marketing of their crops.

Armour & Co. and its principal officers are indicted in New York City charged with alleged profiteering in New Zealand lamb to the extent of $277,000 net profit.

October 22.—The Federal Reserve Board in its monthly bulletin estimates the distribution of the money in the country, outside of the amount held in the Treasury and Federal Reserve System, at $51.06 per capita, September 1, or an increase of $13.18 over July 1, 1917. The Board put the general stock of money in the country on September 1 at $7,997,080,820.

Hal Chase, formerly first baseman for the New York Yankees, William Burns, formerly White Sox pitcher, and Abe Attell, former featherweight champion, are indicted in Chicago by a special grand jury charged with conspiracy to "fix" the 1919 world's baseball series.

October 23.—Four Hundred New York employers, representing most of the city's trucking business, counter the demand of their employees for more pay by proposing that the latter work a ten-hour day for the pay they now get for a nine-hour day, which averages $37 a week. The employers asked this concession by labor as a result of recent decreases in the price of commodities.

The War Department makes public a statement asserting that the Government realized $737,372,000 on surplus war-materials sold in France. This statement was made in response to a charge that the War Department sold property which cost $1,390,989,302 to the French Government for about $400,000,000.

October 25.—Georgia Democrats, assembled in a State convention at Macon, adopt a platform in which they express unalterable opposition to the League of Nations.

Samuel Gompers, president of the American Federation of Labor, in an address in Indianapolis, urges organized labor to support Governor Cox. He attacked Senator Harding as an opponent of legislation to benefit labor.

In a national typewriting contest at Philadelphia, George L. Hossfield, of that city, wins the championship title by writing 131 words a minute for an hour.

October 26.—A committee representing the American Legion presents a demand at the White House for the dismissal of Louis F. Post, Assistant Secretary of Labor, because of his part in "obstructing the enforcement of alien deportation laws." This decision was taken as a result of the action of the Cleveland convention of the American Legion.

Memo—
Parker Pens
will solve
the gift
problem

PARKER
LUCKY
CURVE
PEN

PARKER
LUCKY-CURVE
SAFETY-SEALED
Fountain Pens

Two Suggestions

1. That you buy early while stocks are complete.

2. That you specify Parker so that you may be pleased.

We can send you the name of a dealer in your locality or see that you are otherwise supplied with just the pen you want

Prices from $2.50 up

The Parker Pen Company
Janesville, Wisconsin

New York
Singer Building

Boston
315 Washington St.

Chicago
36 W. Randolph St.

San Francisco
Wells Fargo Bldg.

PARKER
PAT. SEP 5—16

Please
specify
Parker

For Chilly Autumn Mornings
USALYTE
A TWIST OF THE WRIST

USALYTE, the extraordinary heater, robs the Fall and Winter morning of its sting and makes early rising a pleasure.

Your room is flooded with heat almost instantly by a mere twist of the wrist!

Usalyte is an absolutely new, safe, quick and cheap means of using gas for heating purposes. It will pay for itself a dozen times over, the first season, by the coal it saves.

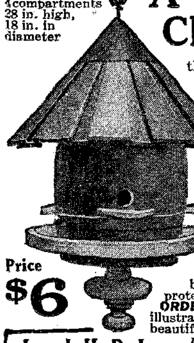
In two styles: for heating only or, with the new and exclusive in-built mantle, for heating and lighting.

For heating only, $1.75
For heating and lighting $2.25

Order from your dealer or direct from us. Take no inferior substitutes.

Dept. L

J. I. ROBIN & SONS Inc.
MANUFACTURER OF THE FAMOUS USALYTE GAS MANTLES
130th to 131rst ST. and PARK AVE.
NEW YORK CITY.



Dodson Wren House
4 compartments
28 in. high,
18 in. in diameter

A Worth While Christmas Gift

that brings Happiness for a Lifetime. *There is no gift that gives* more happiness than a **Dodson Bird House,** or feeding device. Every year will bring to your friend the memory of your loving thoughtfulness.

Dodson Bird Houses and Feeding Devices Win the Song Birds, because they are scientifically built by Mr. Dodson, the best known bird man in the United States, who has spent a lifetime in studying the birds, their habits, and in successfully attracting them to Beautiful Bird Lodge, his home and bird sanctuary on the Kankakee River.

The Dodson Bird House adds to the beauty of your grounds, and the birds protect your trees, shrubs and gardens.

ORDER NOW—*Free Bird Book on request,* illustrating Dodson Line, giving prices; also beautiful colored bird picture free.

Price $6

Joseph H. Dodson, *President American Audubon Ass'n,* **730 Harrison St., Kankakee, Ill.**

Dodson Sparrow Trap guaranteed to rid your community of these quarrelsome pests, price $8.00

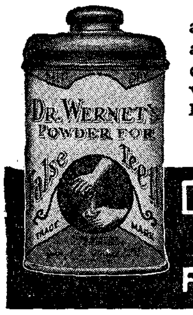
Fenton Labels

There is a distinct advantage in using Fenton Labels in your business. They are made better—they stick better—they look better. There is a wider variety to choose from. Our policy includes any order regardless of its size. Our service is prompt. Our prices are right.

Fenton Seals

Fenton Seals are the same high quality as Fenton Labels. A thousand shapes—unlimited variety—unsurpassed color work—printed on the toughest paper. Send us your order.

FENTON LABEL COMPANY, Inc.
506-512 Race Street Philadelphia, Pa.



Stop False Teeth Troubles

If false teeth trouble you, consult your dentist; **but to quickly stop the misery of false teeth trouble, use Dr. Wernet's Powder.** Makes dental plates tight and puts a genuine enjoyment into eating, talking or laughing. Mildly antiseptic, pleasant in taste and sweetens the breath. At drug or department stores.

Wernet Dental Mfg. Co., 115 Beekman St., New York City

30c, 60c and $1.00

DR. WERNET'S POWDER FOR FALSE TEETH

THE SPICE OF LIFE

Where the Speed Is.—When it comes to automobile parties, a machine is only as fast as the people in it.—*The Sun-Dial.*

A Calumny.—The lady next door says she supposes Lithuania is the place the lithographs come from.—*Dallas Journal.*

Another Scandal.—Roger Hornsby, the St. Louis star, won the 1920 betting championship of the National League.—*St. Louis Globe-Democrat.*

A Large Contract.—EARLY MORNING CALLER—" Dunn & Grabbit have commissioned me to collect their little account."

STONEY-BROKE—" Then I congratulate you on getting a permanent job ! "—*The Passing Show (London).*

Relaxation.—" I suppose you would be terribly disappointed if you were not returned to Congress."

" I'm not sure," replied Senator Sorghum. " Sometimes I think it would be a relief to lay off for a term and criticize the other fellows."—*Washington Star.*

English and Eggs.—" Do you say that your hens ' sit ' or ' set '? " asked the precise pedagog of the busy housewife.

" It never matters to me what I say," was the quick reply. " What concerns me is to learn, when I hear the hen cackling, whether she is laying or lying."—*Farm and Fireside.*

Political Complications. — MISTRESS—" How did you happen to leave your last position? "

NEW MAID—" The lady fired me."

MISTRESS—" Ah, she was dissatisfied ! "

NEW MAID—" Naw. She was a sorehead. I run for alderman ag'in her and won."—*Town Topics.*

Another Argument.—The British high Tories, militarists, and imperialists are against the League. Only low Tories, Liberals, and Labor party men are for it. Shall we associate ourselves with the lower orders, now that the British aristocracy is nearly 100 per cent. American?—*B. L. T., in the Chicago Tribune.*

Indefinite.—" Is this the hosiery department? " said the voice over the phone.

" Yes," replied the weary saleslady.

" Have you any flesh-colored stockings in stock? " asked the voice.

" Yes," replied the weary saleslady. " Whaddy ya want—pink, yellow, or black? "—*Cincinnati Inquirer.*

Reason Enough. — JOHNNY — " What makes the new baby at your house cry so much, Tommy? "

TOMMY—" It don't cry so very much—and, anyway, if all your teeth were out, your hair off, and your legs so weak you couldn't stand on them, I guess you'd feel like crying yourself."—*London Ideas.*

Horse Radish.—YOUNG LADY (on first visit to Western ranch)—" For what purpose do you use that coil of line on your saddle? "

COWPUNCHER—" That line, you call it, lady, we use for catching cattle and horses."

YOUNG LADY—" Oh, indeed. Now, may I ask, what do you use for bait? "—*Los Angeles Times.*

THE LEXICOGRAPHER'S EASY CHAIR

Readers will please bear in mind that no notic will be taken of anonymous communications.

To "M. E. F.," WILKES-BARRE, PA., AND SEVERAL CORRESPONDENTS.—The principal col into which white light is separated are the prim colors. These were once classified as red, oran yellow, green, blue, indigo, and violet. T are the colors of the rainbow. The term *prim colors* also means those colors by the mixing which any other color may be obtained. Th have been given variously, and are usually green, blue, or violet when they are mixed o color-wheel, and red (crimson), yellow, and when they are mixed as pigments.

"J. F.," Jamestown, N. Y.—"Concerning word *elm,* is the pronunciation *el-lem* corr If a word is classed as 'dialectic' in the diction is it permissible under any circumstances?"

The form *ellem* is a variant of *elm,* an recorded by lexicographers because it has b found in American and English literature. occurs in Oliver Wendell Holmes's poem " One-Hoss Shay," published in 1858. It was of the dialect of England; specifically, north Lincolnshire, in 1877, and of the Isle of Wigh 1881. Pursuing the investigation of the diale forms in use, the LEXICOGRAPHER finds *el* was in use in Somersetshire in 1825, side by with the form *elmin* common in Wiltshire. latter form predominated in Dorsetshire in 1 but was subsequently displaced by *elmen* Hampshire, the West of England, Northamp shire, Gloucestershire, and Suffolk, in 1865. alectal English generally is either the languag a class or profession or provincial English. is why it is stigmatized. It may be used as di but not as pure English.

"F. A. B.," Chicago, Ill.—"Kindly give the correct pronunciations of the terms *Ha* and *Hawaiian.*"

Hawaii: ha-wai'i—a as in *artistic, ai* a *aisle, i* as in *police; Hawaiian: ha-wai'y* first *a* as in *artistic, ai* as in *aisle,* second *a* *final.*

"W. J. M.," Olympia, Wash.—The co expression is "an amendment *to* (not *of*) Constitution."

"J. F. B.," Orangeburg, S. C.—"The u title of a priest of the Catholic Church is 'Fat Is it not considered good form in conversatio address priests by their title, even if one were a Catholic?"

It is good form when used in addressing pri whether Catholic or Anglican.

"W. F. S.," Cape Girardeau, Mo.—"Pl tell me what the initials *R. I.* stand for in signature of the King of England."

The initials "R. I." stand for "Rex Imperat the Latin for "King Emperor."

"L. G.," Dawson, Ga.—"Is the word *com ment* correctly used in the following sente 'The company has a full *complement* of men'

Inasmuch as the word *complement* means full or complete number," it would be redun to say, "The company has a *full complemen* men." The word *full* is superfluous. "The company has its *complement* of men."

"B. W. G.," New York, N. Y.—"(1) The *Thomas Islands,* I believe, have been bought b United States from Denmark. When and particulars surround this? (2) Please give some information concerning the island How far is it from Tunis, population, etc.?"

(1) The *Virgin Islands,* including St. C St. Thomas, and St. John, were bought f Denmark by this country in 1916 for $25,000, The islands lie about sixty miles east of P Rico, have a combined area of 132 square (St. Thomas, 28 square miles, and populatio 10,191; St. Croix, 84 square miles, and pop tion of 14,901; and St. John, 20 square m and population of 959), and have 1,922 wh 19,523 negroes, and 4,606 mixed. The products of the islands are sugar-cane, cot fruit, and vegetables. (2) The island of is about 9,000 miles from Tunis. It is among Caroline Islands, which are in the Pacific Oc and is the largest of the Western group, hav in 1913, 7,155 inhabitants. The populatio mainly of Malay origin with some Chinese Japanese. The chief export is copra.